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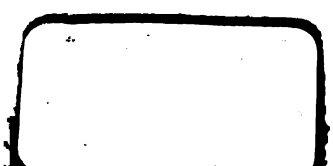
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EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF

THE HOUSE OF REPRESENTATIVES

DURING THE

THIRD SESSION OF THE FORTIETH CONGRESS,

1868-'69.

IN FOURTEEN VOLUMES.

Volume 1	No. 1. Diplomatic: Parts 1 and 2.
Volume 2	No. 1. Interior.
Volume 3	No. 1. War: Parts 1 and 2.
Volume 4	No. 1. Navy, Postmaster General.
Volume 5	Nos. 2 and 3.
Volume 6	Nos. 4 and 5.
Volume 7	No. 6 to 49, except No. 29.
Volume 8	No. 29.
Volume 9	No. 50 to 82, except No. 52 and 71.
Volume 10	No. 52. Patents: Parts 1, 2, 3 and 4.
Volume 11	No. 71. Coast Survey.
Volume 12	No. 83. Smithsonian.
Volume 13	No. 84 to 102, except 87.
Volume 14	No. 87. Commercial relations.

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OF THE

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Brevet Major General E. O. C. Ord	3	1	1	50
Brevet Major General George Crook	3	1	1	68
Major General George G. Meade	3	1	1	74
Major General George H. Thomas	3	1	1	142
Major General W. S. Hancock	3	1	1	202
Brevet Major General Irvin McDowell	3	1	1	272
Brevet Major General John Pope	3	1	1	285
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Surgeon General	3	1	1	972
Paymaster General	3	1	1	977
Chief of Ordnance	3	1	1	990
Inspector of the Military Academy	3	1	1	993
Commandant of the Artillery School	3	1	1	1006
Commissioner of Bureau of Refugees, Freedmen and Abandoned Lands	3	1	1	1016

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 6.

RECEIPTS AND EXPENDITURES OF THE PATENT OFFICE.

LETTER

FROM

THE COMMISSIONER OF PATENTS,

TRANSMITTING

An account of the receipts and expenditures of his office from July 20, 1868, to December 1, 1868.

DECEMBER 8, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR, PATENT OFFICE,
Washington, D. C., December 8, 1868.

SIR: By an act of Congress passed July 20, 1868, all the receipts of the Patent Office were directed to be paid into the treasury, and the sum of $250,000 was appropriated to pay its expenses.

In pursuance of said act, I transmit herewith to Congress a detailed account of the receipts and expenditures of the Patent Office during the period from the passage of said act up to the commencement of the present month.

The payments of salaries and wages at the Patent Office are usually made at the end of each month. Those, therefore, that were paid after the 20th of July were for the services of the whole of that month.

The accounts of expenditures include about $35,000 paid for debts that had accrued before the commencement of the term. Other portions of such past indebtedness, amounting to about $27,000, still remain due and unpaid.

The Agricultural Department, during the past summer, has been removed from the Patent Office building. The fitting up of the rooms thus vacated, and furnishing them for the uses of the Patent Office, has involved considerable expenditures beyond the ordinary expenses of the office.

Of the $250,000 appropriated by the act of July 20, $43,490 remain unexpended. This sum, it is estimated, will about meet the expenditures of the present month.

The receipts of the Patent Office, since the 1st of July last, that have been collected and paid into the treasury, exceed all its expenditures during the same period, ordinary and extraordinary, by the sum of $29,494 85.

Respectfully submitted:

ELISHA FOOTE,
Commissioner of Patents.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

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Statement showing the amount of expenditures in the United States Patent Office from the 20th of July to the 30th of November, 1868, inclusive.

Amount paid for salaries, (see detailed statement annexed, marked A)	$64,375 45
Amount paid for temporary clerks, (see statement B)	74,935 77
Amount paid for miscellaneous and contingent expenses (see statement C)	67,568 59
Amount refunded on withdrawals of applications, (see statement D)	140 00
Amount refunded as paid by mistake, (see statement E)	580 00
Amount paid for expenses of copyrights, (see statement F)	709 23
Total	208,309 04

Statement of moneys received from the 1st day of July to the 30th day of November, 1868, inclusive.

For applications for patents, for reissues, caveats, disclaimers and applications for extension		$231,370 00
For copies of records and drawings, and for recording assignments		20,668 02
Total receipts		252,038 02
Expenditures from 1st to 20th of July, 1868	$14,234 13	
Expenditures from 20th July to 30th November, 1868	208,309 04	
		$222,543 17
Showing an excess of receipts above expenditures during five months, of		29,494 85
Amount of appropriation per act of July 20, 1868		$250,000 00
Amount of appropriation for copyrights		1,800 00
Total		251,800 00
Amount expended as above stated		208,309 04
Balance unexpended		43,490 96

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A.—Statement of amounts paid for salaries from 1st July to 30th November, 1868.

Names.	Rank.	Amount paid for July, August, and September, 1868.	Amount paid for October and Novr., 1868.	Total amount paid.
Elisha Foote	Commissioner	$972 83	$720 85	$1,693 68
A. M. Stout	Chief clerk	690 62		690 62
S. H. Hodges	Examiner in chief	725 00	483 35	1,208 35
S. C. Fessenden	do	725 00	483 35	1,208 35
B. F. James	do	679 79	483 35	1,163 14
T. R. Peale	Examiner	606 25	403 50	1,009 75
W. B. Taylor	do	606 25	403 50	1,009 75
J. M. Blanchard, (resigned)	do	230 62		230 62
C. G. Page, (deceased)	do	31 41		31 41
J. W. Jayne	do	606 25	403 50	1,009 75
B. S. Hedrick	do	606 25	403 50	1,009 75
L. J. Farwell	do	606 25	403 50	1,009 75
J. Brainerd	do	606 25	403 50	1,009 75
J. T. Fales	do	606 25	403 50	1,009 75
T. C. Connolly	do	606 25	403 50	1,009 75
Edward Bebb	do	606 25	403 50	1,009 75
T. J. Barnett	do	606 25	403 50	1,009 75
A. Schoepf	do	606 25	403 50	1,009 75
J. M. Thacher	do	606 25	403 50	1,009 75
L. Deane	do	606 25	403 50	1,009 75
D. S. Stewart	do	606 25	403 50	1,009 75
N. Peters	do	606 25	403 50	1,009 75
G. W. Gregory	do	606 25	403 50	1,009 75
A. G. Wilkinson	do	606 25	403 50	1,009 75
Charles Everett	do	606 25	403 50	1,009 75
Ellis Spear	do	541 23	403 50	944 73
T. A. Cook	do	541 23	403 50	944 73
G. A. Matile	Assistant examiner	440 00	293 35	733 35
T. C. Folger	do	440 00	293 35	733 35
C. M. Parks	do	440 00	293 35	733 35
N. Theaker	do	440 00	293 35	733 35
William Reed, (38 days)	do	181 77		181 77
H. T. Munson	do	440 00	293 35	733 35
D. Curle	do	440 00	293 35	733 35
C. L. Coombs	do	440 00	293 35	733 35
W. A. Nolen	do	440 00	293 35	733 35
A. L. Hayes	do	440 00	293 35	733 35
Charles Mygatt	do	440 00	293 35	733 35
J. C. Tasker	do	440 00	293 35	733 35
T. N. Bovee	do	440 00	298 35	733 35
M. E. Mitchell	do	440 00	293 35	733 35
J. S. Grinnell	Ch'f cl'k and ass't ex.	440 00	403 50	843 50
E. N. Callan	Assistant examiner	440 00	293 35	733 35
T. P. Simpson	do	440 00	293 35	733 35
Thomas S. Mercer	do	440 00	293 35	733 35
S. A. Duncan	do	239 12	293 35	532 47
Emmett Quinn	do	122 36	293 35	415 71
Hugh McCormick	Disbursing clerk	440 00	307 90	747 90
G. C. Schaeffer	Librarian	440 00	293 35	733 35
Horace Binney	2d assistant examiner	400 26	293 35	693 61
H. L. Jones	do	392 50	261 00	653 50
W. A. Bennett	do	392 50	261 00	653 50
H. Erni	do	392 50	261 00	653 50
William Burke	do	392 50	261 00	653 50
C. W. Fitch	do	392 50	261 00	653 50
J. P. Taylor	do	392 00	196 25	588 75

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A.—*Statement of amounts paid for salaries, &c.*—Continued.

Names.	Rank.	Amount paid for July, August, and September, 1868.	Amount paid for October and Nov'r, 1868.	Total amount paid.
C. D. Irelan	2d assistant examiner	$392 50	$261 00	$653 50
W. H. Bates	do	392 50	162 12	554 62
J. R. Hayes	do	392 50	260 23	652 73
G. A. Sturges	do	392 50	261 00	653 50
C. H. Keller	do	392 50	261 00	653 50
H. R. Walton	do	392 50	261 00	653 50
D. C. Lawrence	do	392 50	261 00	653 50
C. M. Swany	do	392 50	261 00	653 50
M. Seaton	do	392 50	261 00	653 50
J. Newlands	do	392 50	261 00	653 50
T. H. Sypherd	do	392 50	261 00	653 50
W. Kesley	do	392 50	261 00	653 50
G. H. Clarke	do	392 50	261 00	653 50
H. H. Bates	do	.....	130 50	130 50
W. H. Brown	do	89 60	261 00	350 60
M. Connolly	do	.....	122 55	122 55
C. Jacobs	Machinist	392 50	261 00	653 50
C. E. Upperman	3d class clerk	392 50	261 00	653 50
A. Moore	do	392 50	261 00	653 50
W. C. Tuck	do	392 50	261 00	653 50
P. E. Wilson	do	392 50	261 00	653 50
E. W. W. Griffin	do	392 50	261 00	653 50
D. E. Castle	do	392 50	261 00	653 50
W. J. Cranch	2d class clerk	345 00	228 70	573 70
R. C. Weightman	do	345 00	228 70	573 70
A. Thompson	do	345 00	228 70	573 70
T. C. Smith	do	345 00	228 70	573 70
J. D. Patten	do	345 00	228 70	573 70
N. W. Heilborn	do	345 00	228 70	1,109 82
	As acting chief clerk	536 12	.....	
J. C. Sullivan	2d class clerk	345 00	228 70	573 70
S. J. Frazier	Messenger	220 11	.....	220 11
		38,819,60	25,555 85	64,375 45

B.—*Statement of money paid by Hugh McCormick, disbursing clerk of the United States Patent Office, for temporary clerks, from July 20 to December 1, 1868.*

Name.	Amount.	Name.	Amount.
July, 1868:			
J. H. Phillips	$130 50	T. H. Connolly	$99 20
George C. Lambright	130 50	A. S. Brewer	99 20
F. Smith	130 50	J. W. Graham	99 20
E. W. Donn	130 50	J. Amos	60 00
C. F. Clausen	130 50	F. W. Howard	114 35
A. E. Le Merle	130 50	M. E. Bogan	113 15
T. J. Putnam	130 50	E. J. Alexander	105 15
T. T. Parker	118 15	K. M. Sanderson	84 60

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B.—*Statement of money paid, &c.*—Continued.

Name.	Amount.	Name.	Amount.
H. F. Read	$83 35	W. B. Evans	$114 35
C. V. Basye	78 05	C. Hadaway	114 35
F. S. Kimball	77 00	Wm. Flinn	114 35
F. C. Thompson	75 00	C. Allen	114 35
L. Upperman	74 27	J. I. Ferree	114 35
I. P. Neale	73 95	W. R. Singleton	114 35
V. Browning	68 25	J. H. McKean	114 35
H. M. Smith	67 50	H. M. Gurley	114 35
W. G. Meldrum	60 00	R. H. Whittlesey	114 35
E. M. Taney	56 25	S. Barrett	114 35
M. E. Judge	53 50	T. C. Tipton	114 35
E. Upperman	50 61	H. W. Throckmorton	114 35
E. Adams	48 80	C. H. Griggs	114 35
M. L. Howle	48 50	T. R. Young	114 35
M. L. Dunlevy	48 10	J. L. Norris	114 35
F. McMahon	47 60	W. B. Thompson	114 35
M. W. Jamesson	47 35	S. S. Stout	114 35
E. L. Heap	44 60	W. Hamilton	114 35
S. B. Taylor	43 65	R. Mason	114 35
M. D. Peabody	43 00	H. Coleman	114 35
V. Jones	40 75	E. J. McLain	114 35
V. E. Lamborn	40 00	D. Wilson	114 35
G. Mechlin	38 00	V. D. Stockbridge	114 35
M. E. Upperman	36 60	F. U. Stitt	114 35
E. Archer	33 70	J. H. Stine	116 30
M. M. Muldaur	31 85	A. C. Klink	99 20
M. S. Alter	29 70	E. G. Smith	99 20
S. B. Garnett	29 15	E. J. Farquhar	99 20
L. Lyle	24 25	J. C. Lathrop	99 20
N. M. C. Wright	24 00	Jos. Becsey	99 20
F. McKean	22 00	F. W. Ritter, Jr	99 20
J. Martin	19 95	D. L. Hazard	99 20
H. Spalding	18 65	J. H. Mandeville	99 20
A. M. Dickins	17 45	J. P. Jacobs	99 20
M. P. Harwood	10 75	G. H. Williams	99 20
M. V. Harrover	9 95	L. Hewelcke	99 20
F. R. Schaeffer	6 85	R. W. Goggin	99 20
M. M. Gittings	6 60	M. Connolly	99 20
M. A. Sharretts	11 70	O. Leissring	99 20
J. S. Allen	3 50	H. P. Sanders	99 20
H. Capen	50 25	D. C. Pierce	99 20
S. E. Churchill	27 50	E. M. C. Hinman	99 20
L. Bosworth	114 35	W. A. Sutphin	99 20
J. W. Krepps	114 35	W. McPheeters	99 20
A. T. Sangston	114 35	J. B. Hines	99 20
Smith	114 35	J. A. Ashley	99 20
J. S. Stettinius	114 35	E. T. Cox	99 20
J. R. Peyton	114 35	M. Gardner	99 20
C. E. Fowler	114 35	J. M. Fowler	99 20
Thomas Jewell	114 35	M. Larner	99 20
A. McCormick	114 35	W. G. McCreary	99 20
W. H. Fuller	114 35	J. W. Collamer	99 20
A. B. Crupper	114 35	M. T. E. Chandler	99 20
J. M. Emory	114 35	G. W. Barter	99 20
T. F. Gaszynski	114 35	C. F. Brown	99 20
J. T. Bradley	114 35	P. A. Devine	99 20
A. N. Corss	114 35	C. C. Wilson	99 20
Isaac D. Sailor	114 35	C. H. Dyer	99 20
J. Bryan	114 35	J. B. Siddall	99 20
H. S. Miller	114 35	W. Hodges	99 20
S. M. Pool	114 35	W. M. McCauley	99 20
F. W. Ritter	114 35	A. C. Wiley	99 20
H. Garrett	114 35	C. P. Newton	99 20

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B.—*Statement of money paid, &c.*—Continued.

Name.	Amount.
D. C. Allen	$99 20
E. Quinn	99 20
O. E. Duffy	99 20
Isaac Newton	99 20
J. Tretler	99 20
P. M. McGill	99 20
G. G. Browning	99 20
H. G. N. Martin	99 20
F. Wilmarth	99 20
B. Drew	99 20
T. A. Wilson	99 20
W. R. Wanton	99 20
C. G. Page	99 20
J. M. Chadsey	99 20
O. C. Ketchum	99 20
G. C. Poulton	99 20
R. C. Gill	51 72
J. H. Sypherd	83 00
R. E. Brewster	83 00
B. Neff	83 00
W. B. Hale	83 00
N. E. Fillmore	75 00
E. Phillips	75 00
A. M. Stout, jr	75 00
F. W. Dow	75 00
G. C. Poulton	49 55
August, 1868:	
J. H. Phillips	130 50
G. C. Lambright	130 50
C. F. Clausen	130 50
A. E. Le Merle	130 50
E. W. Donn	130 50
F. Smith	130 50
T. J. Putman	130 50
T. T. Parker	122 90
T. A. Connolly	118 15
J. W. Graham	99 20
A. S. Brewer	99 20
J Amos	60 00
F. Howard	114 35
M. E. Bogan	109 70
E. J. Alexander	94 45
H. M. Smith	70 00
C. V. Basye	60 90
I. P. Neale	60 45
W. G. Meldrum	60 00
K. M. Sanderson	56 95
F. S. Kimball	50 50
V. Browning	48 50
L. Upperman	46 30
H. Capen	43 60
H. F. Read	43 40
E. Adams	41 00
E. M. Taney	40 10
S. B. Taylor	39 10
V. Jones	44 05
M. L. Howle	36 10
M. D. Peabody	36 00
V. E. Lamborn	35 25
E. Upperman	35 15
M. E. Judge	$34 85
M. L. Dunbury	32 70
M. E. Upperman	32 05
F. McKean	27 50
F. McMahon	25 90
M. W. Jamesson	25 35
N. M. C. Wright	20 65
E. McNeill	19 00
E. Archer	16 75
E Heap	16 25
M. A. Sharretts	15 05
S. E. Churchill	15 00
S. B. Garnett	14 20
M. M. Muldaur	12 00
M. P. Harwood	11 15
M. M. Gittings	10 90
A. M. Dickins	10 55
J. Martin	9 90
M. A. Baker	8 15
L. Lyle	6 05
C. Moore	4 65
M. S. Alter	3 90
J. S. Allen	3 70
L. Bosworth	114 35
J. W. Krepps	114 35
A. T. Sangston	114 35
D. Smith	114 35
J. B. Peyton	114 35
C. H. Fowler	114 35
Thomas Jewell	114 35
A. McCormick	114 35
W. H. Fuller	114 35
A. B. Crupper	114 35
J. M. Emory	114 35
T. F. Gaszynski	114 35
J. T. Bradley	114 35
A. N. Corss	114 35
Isaac D. Sailer	114 35
J. Bryan	114 35
H. S. Miller	114 35
S. M. Pool	114 35
F. W. Ritter	114 35
H. Garrett	114 35
W. B. Evans	114 35
C. Hadaway	114 35
W. Flinn	114 35
C. Allen	114 35
J. I. Ferree	114 35
W. R. Singleton	114 35
J. C. McKean	114 35
H. M. Gurley	114 35
R. H. Whittlesey	114 35
S. Barrett	114 35
T. C. Tipton	114 35
H. W. Throckmorton	114 35
C. H. Griggs	114 35
T. R. Young	114 35
J. L. Norris	114 35
W. B. Thompson	114 35
S. S. Stout	114 35
W. Hamilton	114 35
R. Mason	114 35

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B.—*Statement of money paid, &c.*—Continued.

Name.	Amount.	Name.	Amount.
H. Coleman	$114 35	N. E. Fillmore	$75 00
E. J. McLain	114 35	E. Phillips	75 00
D. Wilson	114 35	A. M. Stout, jr	75 00
V. D. Stockbridge	114 35	F. W. Dow	75 00
F. U. Stitt	114 35	G. C. Poulton	43 18
A. C. Klink	99 20	J. S. Stettinius	114 35
E. G. Smith	99 20	L. A. Baker	99 20
E. J. Farquhar	99 20	E. J. Farquhar	5 00
J. C. Lathrop	99 20	G. Mechlin	13 00
Jos. Becsey	99 20	H. Olive	75 00
F. W. Ritter, jr	99 20	H. Spalding	2 30
D. L. Hazard	99 20	J. H. Phillips	131 50
J. H. Mandeville	99 20	F. Smith	131 50
J. P. Jacobs	99 20	G. C. Lambright	131 50
G. H. Williams	99 20	A. E. Le Merle	131 50
L. Hewelcke	99 20	T. J. Putnam	131 50
R. W. Goggin	99 20	T. T. Parker	131 50
M. Connolly	99 20	E. W. Donn	131 50
O. Leissring	99 20	A. S. Brewer	99 10
H. P. Sanders	99 20	J. W. Graham	99 10
D. C. Pierce	99 20	T. A. Connolly	99 10
E. M. C. Hinman	99 20	C. F. Clauson	99 10
W. A. Sutphin	99 20	F. W. Howard	116 30
W. McPheeters	99 20	M. E. Bogan	109 40
J. B. Hines	99 20	K. M. Sanderson	85 09
J. A. Ashley	99 20	C. V. Basye	80 50
E. T. Cox	99 20	E. J. Alexander	76 30
M. Gardner	99 20	M. L. Dunlevy	74 30
J. M. Fowler	99 20	H. M. Smith	68 20
M. Larner	99 20	S. E. Churchhill	68 00
W. G. McCreary	99 20	L. Upperman	63 25
J. W. Collamer	99 20	W. Meldrum	60 00
M. T. E. Chandler	99 20	F. S. Kimball	55 00
G. W. Barter	99 20	A. Moore	52 00
C. F. Brown	99 20	V. Browning	51 50
P. A. Devine	99 20	H. Capeu	50 85
C. C. Wilson	99 20	H. F. Read	47 70
C. H. Dyer	99 20	M. D. Peabody	47 50
J. B. Siddall	99 20	M. W. Jameson	45 60
W. Hodges	90 20	E. Upperman	44 20
W. M. McCauley	99 20	F. McMahon	44 05
A. C. Wiley	99 20	E. M. Taney	42 15
C. P. Newton	99 20	M. E. Judge	42 00
D. C. Allen	99 20	N. M. C. Wright	40 85
E. Quinn	99 20	V. E. Sanborn	37 50
C. E. Duffy	99 20	E. A. Adams	36 90
Isaac Newton	99 20	M. L. Howle	36 60
J. Ittler	99 20	V. Jones	35 35
P. M. McGill	99 20	M. E. Upperman	31 50
G. G. Browning	99 20	E. Heap	30 75
H. G. N. Martin	99 20	S. B. Taylor	30 40
F. Wilmarth	99 20	M. M. Muldaur	30 00
B. Drew	99 20	E. McNeill	27 30
T. A. Wilson	99 20	F. McKean	26 50
W. R. Wanton	99 20	G. Mechlin	24 25
C. G. Page	99 20	M. A. Sharretts	21 30
J. M. Chadsey	99 20	M. P. Halsted	17 70
O. M. Ketchum	99 20	S. B. Garnett	17 60
R. C. Gill	99 20	M. A. Baker	16 60
J. H. Sypherd	83 00	J. Martin	16 25
R. E. Brewster	83 00	M. M. Gittings	15 80
B. Neff	83 00	A. M. Dickins	14 30
W. B. Hale	83 00	M. S. Alter	12 35

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B.—*Statement of money paid, &c.*—Continued.

Name.	Amount.
H. Spalding	$11 50
M. P. Harwood	10 40
M. V. Harrover	6 45
J. S. Allen	5 90
M. E. Emery	5 20
J. Amos	60 00
E. Archer	23 70
September:	
L. Bosworth	116 30
J. W. Krepps	116 30
A. T. Sangston	116 30
D. Smith	116 30
J. S. Stettinius	116 30
J. B. Peyton	116 30
C. H. Fowler	116 30
Thomas Jewell	116 30
A. McCormick	116 30
W. H. Fuller	116 30
A. B. Crupper	116 30
J. M. Emory	116 30
T. F. Gaszynski	116 30
J. T. Bradley	116 30
A. N. Corss	116 30
Isaac D. Sailer	116 30
J. Bryan	116 30
H. S. Miller	116 30
S. M. Pool	116 30
F. W. Ritter	116 30
H. Garrett	116 30
W. B. Evans	116 30
C. Hadaway	116 30
W. Flinn	116 30
C. Allen	116 30
J. I. Ferree	116 30
W. R. Singleton	116 30
J. H. McKean	116 30
H. M. Gurley	116 30
R. H. Whittlesey	116 30
S. Barrett	116 30
T. C. Tipton	116 30
H. W. Throckmorton	116 30
C. H. Griggs	116 30
T. R. Young	116 30
J. L. Norris	116 30
W. B. Thompson	116 30
S. S Stout	116 30
W. Hamilton	116 30
R. Mason	116 30
H. Coleman	116 30
E. J. McLain	116 30
D. Wilson	116 30
V. D. Stockbridge	116 30
F. U. Stitt	116 30
A. C. Klink	99 10
E. G. Smith	99 10
E. J. Farquhar	99 10
J. C. Lathrop	99 10
Joseph Beesey	99 10
F. W. Ritter, jr	99 10
D. L. Hazard	99 10
J. H. Mandeville	99 10
J. P. Jacobs	$99 10
G. H. Williams	99 10
L. Hewelcke	99 10
R. W. Goggin	99 10
M. Connolly	99 10
O. Leissring	99 10
H. P. Sanders	99 10
E. M. C. Hinman	99 10
W. A. Sutphin	99 10
W. McPheeters	99 10
J. B. Hines	99 10
J. A. Ashley	99 10
E. T. Cox	99 10
M. Gardner	99 10
J. M. Fowler	99 10
M. Larner	99 10
W. G. McCreary	99 10
J. W. Collamer	99 10
M. T. E. Chandler	99 10
G. W. Barter	99 10
C. F. Brown	99 10
W. F. Shugert, (for July)	99 10
P. A. Devine	99 10
C. C. Wilson	99 10
C. H. Dyer	99 10
J. B. Siddall	99 10
W. Hodges	99 10
W. M. McCauley	99 10
A. C. Wiley	99 10
C. P. Newton	99 10
D. C. Allen	99 10
O. E. Duffy	99 10
Isaac Newton	99 10
J. Tretler	99 10
P. M. McGill	99 10
G. G. Browning	99 10
H. G. N. Martin	99 10
F. Wilmarth	99 10
B. Drew	99 10
T. A. Wilson	99 10
W. R. Wanton	99 10
C. G. Page	99 10
J. M. Chadsey	99 10
O. M. Ketchum	99 10
R. C. Gill	99 10
G. C. Poulton	99 10
L. A. Baker	99 10
J. H. Sypherd	84 00
R. E. Brewster	84 00
B. Neff	84 00
W. B. Hale	84 00
N. E. Fillmore	75 00
E. Phillips	75 00
A. M. Stout, jr	75 00
F. W. Dow	75 00
H. Olive	75 00
J. T. Allen	31 79
C. B. Parkhurst	38 78
C. D. Smith	48 76
C. R. Thomas	22 63
L. Lyle	14 05
I. P. Neale	66 25
J. Grinnell	3 00

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B.—*Statement of money paid, &c.*—Continued.

Name.	Amount.	Name.	Amount.
M. M. Schaeffer	$22 05	G. Mechlin	$26 10
J. H. Phillips	130 50	S. B. Garnett	18 90
C. C. Lambright	130 50	J. Martin	12 85
F. Smith	130 50	J. H. Adams	485 12
A. E. Le Merle	130 50	L. Bosworth	114 35
E. W. Donn	130 50	J. W. Krepps	114 35
T J. Putnam	130 50	A. T. Sangston	114 35
T. T. Parker	122 90	D. Smith	114 35
A. S. Brewer	122 90	J. S. Stettinius	114 35
J. W. Graham	99 20	J. B. Peyton	114 35
T. A. Connolly	75 00	C. H. Fowler	114 35
L. Evert	75 00	Thomas Jewell	114 35
C. F. Clausen	75 00	A. McCormick	114 35
J. Amos	50 00	W. H. Fuller	114 35
F. C. Thompson	225 00	A. B. Crupper	114 35
F. W. Howard	114 35	J. M. Emory	114 35
M. E. Bogan	110 80	T. F. Gaszynski	114 35
E. T. Upperman	99 20	J. T. Bradley	114 35
M. L. Dunlevy	92 00	A. N. Corss	114 35
E. J. Alexander	87 40	Isaac D. Sailer	114 35
L. Upperman	74 55	J. Bryan	114 35
I. P. Neale	73 95	H. S. Miller	114 35
C. V. Basye	73 00	S. M. Pool	114 35
K. M. Sanderson	71 15	F. W. Ritter	114 35
H. M. Smith	70 65	H. Garrett	114 35
W. G. Meldrum	60 00	W. B. Evans	114 35
V. Browning	58 70	C. Hadaway	114 35
F. S. Kimball	58 10	W. Flinn	114 35
H. Capen	56 20	C. Allen	114 35
H. F. Read	55 45	J. I. Ferree	114 35
E. M. Taney	54 40	W. R. Singleton	114 35
S. B. Taylor	51 00	J. H. McKean	114 35
M. W. Jamesson	49 70	H. M. Gurley	114 35
F. McMahon	48 95	R. H. Whittlesey	114 35
E. Upperman	48 75	S. Barrett	114 35
V. Jones	46 60	T. C. Tipton	114 35
V. E. Lamborn	46 30	H. W. Throckmorton	114 35
M. E. Judge	42 20	C. H. Griggs	114 35
E. Adams	38 85	T. R. Young	114 35
M. D. Peabody	37 00	J. L. Norris	114 35
M. E. Upperman	34 20	W. B. Thompson	114 35
M. L. Howle	32 80	S. S. Stout	114 35
E. Heap	32 00	W. Hamilton	114 35
N. M. C. Wright	30 65	R. Mason	114 35
E. Archer	30 50	H. Coleman	114 35
M. S. Alter	26 80	E. J. McLain	114 35
F. McKean	25 50	D. Wilson	114 35
M. P. Halsted	24 85	V. D. Stockbridge	114 35
M. M. Gittings	21 65	F. U. Stitt	114 35
M. E. Emery	21 55	C. D. Smith	114 35
M. A. Sharretts	21 00	M. T. E. Chandler	114 35
E. McNeill	20 80	A. C. Klink	99 20
M. M. Muldaur	20 75	E. G. Smith	99 20
H. H. Bates	17 04	E. J. Farquhar	99 20
L. Lyle	15 50	J. C. Lathrop	99 20
H. Spalding	14 40	Joseph Becsey	99 20
S. E. Churchill	13 50	F. W. Ritter, jr	99 20
A. M. Dickins	13 30	D. L. Hazard	99 20
L. J. Simpson	12 70	J. H. Mandeville	99 20
M. A. Baker	9 50	J. P. Jacobs	99 20
E. Harwood	9 45	George H. Williams	99 20
J. S. Allen	8 60	L. Hewelcke	99 20
L. S. Weightman	5 05	R. W. Goggin	99 20

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B.—*Statement of money paid, &c.*—Continued.

Names.	Amount.	Name.	Amount.
M. Connolly	$99 20	L. Evert	$80 00
O. Leissring	99 20	M. E. Bogan	100 20
H. P. Sanders	99 20	E. T. Upperman	99 20
E. M. C. Hinman	99 20	C. V. Basye	87 05
W. A. Sutphin	99 20	F. C. Thompson	75 00
W. McPheeters	99 20	K. M. Sanderson	74 65
J. B. Hines	99 20	E. J. Alexander	74 40
J. A. Ashley	99 20	L. Upperman	65 40
E. T. Cox	99 20	H. M. Smith	61 00
M. Gardner	99 20	W. G. Meldrum	60 00
J. M. Fowler	99 20	V. Jones	59 60
M. Larner	99 20	M. L. Dunlevy	57 75
J. W. Collamer	99 20	H. F. Read	56 75
G. W. Barter	67 92	H. Capen	53 75
C. F. Brown	99 20	N. M. C. Wright	53 20
P. A. Devine	99 20	E. Upperman	49 75
C. C. Wilson	99 20	I. P. Neale	46 70
C. H. Dyer	99 20	M. E. Judge	45 95
J. B. Siddall	99 20	M. W. Jamesson	45 25
W. Hodges	99 2	V. Browning	43 00
W. McCauley	99 20	M. E. Upperman	42 65
A. C. Wiley	99 20	F. McMahon	41 50
C. P. Newton	99 20	S. E. Churchill	40 50
D. C. Allen	99 20	E. M. Taney	40 50
O. E. Duffy	99 20	S. B. Taylor	38 00
Isaac Newton	99 20	M. D. Peabody	37 30
J. Tretlor	99 20	M. L. Howle	34 25
P. M. McGill	99 20	M. M. Gittings	33 05
G. G. Browning	99 20	G. Mechlin	32 10
H. G. N. Martin	99 20	V. E. Lamborn	30 90
F. Wilmarth	99 20	J. Martin	26 65
B. Drew	99 20	M. M. Muldaur	25 55
T. A. Wilson	99 20	E. Heap	24 25
W. R. Wanton	99 20	E. McNeil	24 00
C. G. Page	99 20	E. Adams	23 00
J. M. Chadsey	99 20	M. A. Sharretts	20 85
O. M. Ketchum	99 20	M. S. Alter	20 45
R. C. Gill	99 20	K. Finley	18 00
G. C. Poulton	99 20	S. B. Garnett	17 90
L. A. Baker	99 20	A. M. Dickens	17 80
C. B. Parkhurst	99 20	M. E. Emery	16 90
C. R. Thomas	99 20	M. A. Baker	13 45
J. H. Sypherd	83 00	M. V. Harrover	12 85
R. E. Brewster	83 00	J. S. Allen	8 70
W. B. Hale	83 00	M. P. Halstead	6 35
N. E. Fillmore	75 00	L. S. Weightman	5 35
E. Phillips	75 00	C. F. Clausen	40 00
A. M. Stout, jr	75 00	J. Amos	35 00
F. W. Dow	75 00	F. W. Howard	114 35
H. Olive	75 00	T. S. Kimball	44 50
J. T. Allen	75 00	E. Archer	29 00
J. E. M. Bowen	75 00	K. M. Breedin	27 40
W. G. McCreary	99 20	L. J. Simpson	27 20
M. V. Harrover	10 60	L. Lyle	10 80
J. H. Phillips	130 50	M. P. Harwood	7 60
T. J. Putnam	130 50	T. A. Connolly	40 00
A. E. Le Merle	130 50	L. Bosworth	114 35
E. W. Donn	130 50	J. W. Krepps	114 35
G. C. Lambright	125 75	A. T. Sangston	114 35
F. Smith	125 75	D. Smith	114 35
A. S. Brewer	122 90	J. S. Stettenius	114 35
T. T. Parker	118 15	J. B. Peyton	114 35
J. W. Graham	99 20	C. H. Fowler	114 35

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B.—*Statement of money paid, &c.*—Continued.

Name.	Amount.	Name.	Amount.
Thos. Jewell	$114 35	E. M. C. Hinman	$99 20
A. M'Cormick	114 35	W. A. Sutphin	99 20
W. H. Fuller	114 35	W. McPheeters	99 20
A. B. Crupper	114 35	J. B. Hines	99 20
J. M. Emory	114 35	J. A. Ashley	99 20
T. F. Gaszynski	114 35	E. T. Cox	99 20
A. N. Corss	114 35	M. Gardner	99 20
Isaac D. Sailor	114 35	J. M. Fowler	99 20
J. Bryan	114 35	M. Larner	99 20
H. S. Miller	114 35	J. W. Collamer	99 20
S. M. Pool	114 35	C. F. Brown	99 20
F. W. Ritter	114 35	P. A. Devine	99 20
H. Garrett	114 35	C. C. Wilson	99 20
W. B. Evans	114 35	C. H. Dyer	99 20
C. Hadaway	114 35	J. B. Siddall	99 20
W. Flinn	114 35	W. Hodges	99 20
C. Allen	114 35	W. M. McCauley	99 20
J. I. Ferree	80 67	A. C. Wiley	99 20
W. R. Singleton	114 35	C. P. Newton	99 20
J. H. McKean	114 35	D. C. Allen	99 20
H. M. Gurley	114 35	O. E. Duffy	99 20
R. H. Whittlesey	114 35	Isaac Newton	99 20
S. Barrett	114 35	J. Tretlor	99 20
T. C. Tipton	114 35	P. M. McGill	99 20
H. W. Throckmorton	114 35	G. G. Browning	99 20
C. H. Griggs	114 35	H. G. N. Martin	99 20
T. R. Young	114 35	F. Wilmarth	99 20
J. L. Norris	114 35	B. Drew	99 20
W. B. Thompson	114 35	T. A. Wilson	99 20
S. S. Stont	114 35	W. R. Wanton	99 20
W. Hamilton	114 35	C. G. Page	99 20
R. Mason	114 35	J. M. Chadsey	99 20
H. Coleman	114 35	O. M. Ketchum	99 20
E. J. McLain	114 35	R. C. Gill	99 20
D. Wilson	114 35	G. C. Poulton	99 20
V. D. Stockbridge	114 35	L. A. Baker	99 20
F. U. Stitt	114 35	C. B. Parkhurst	99 20
C. D. Smith	114 35	C. R. Thomas	99 20
M. T. E. Chandler	114 35	W. H. Bates	75 53
A. C. Klink	99 20	J. H. Adams	201 75
E. G. Smith	99 20	J. H. Sypherd	83 00
E. J. Farquhar	99 20	R. E. Brewster	83 00
J. C. Lathrop	99 20	W. B. Hale	83 00
Jos. Becsey	99 20	N. F. Fillmore	75 00
F. W. Ritter, jr	99 20	E. Phillips	75 00
D. L. Hazard	99 20	A. M. Stout, jr	75 00
J. H. Mandeville	99 20	F. W. Dow	75 00
J. P. Jacobs	99 20	H. Olive	75 00
G. H. Williams	99 20	J. T. Allen	75 00
L. Hewelke	99 20	J. E. M. Bowen	75 00
R. W. Groggin	99 20	W. G. McCreary	99 20
O. Leissring	99 20		
H. P. Sanders	99 20		74,935 77

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C.—*Statement of money paid by Hugh McCormick, disbursing clerk of the United States Patent Office, for miscellaneous and contingent expenses, from July 20 to December 1, 1868.*

Date of payment.	Name.	Nature of payment.	Amount.
July.....	T. Magens.....	Laborer.....	$30 00
	B. Frazer.....	Cleaning portico.....	20 00
	B. Moton.....	Paste.....	8 00
	A. E. Thompson.....	Washing and hemming towels.....	33 90
	City Post Office.....	Postage.....	3 62
	J. C. Howard.....	Livery.....	30 00
	B. S. Ferguson.....	Services.....	83 00
	W. L. Seward.....	...do.....	83 00
	R. Galaher.....	...do.....	75 00
	J. R. Nottingham.....	...do.....	75 00
	M. Morley.....	...do.....	75 00
	J. L. Adamson, sr.....	...do.....	75 00
	Charles Link.....	...do.....	75 00
	J. Ryan.....	...do.....	75 00
	D. O'Connor.....	...do.....	75 00
	George Brand.....	...do.....	75 30
	James Lawlor.....	Laborer.....	75 00
	C. Sanford.....	Services.....	75 00
	J. S. Lynch.....	...do.....	75 00
	D. Cowl.....	...do.....	75 00
	C. W. White.....	...do.....	75 00
	A. Bowen.....	Laborer.....	75 00
	F. A. Speare.....	Page.....	60 00
	R. Ball.....	..do.....	60 00
	P. McDevitt.....	Watchman.....	60 00
	T. E. Jackson.....	....do.....	60 00
	G. A. Knott.....	....do.....	60 00
	H. Croghen.....	....do.....	60 00
	E. McCarten.....	....do.....	60 00
	H. Barton.....	....do.....	60 00
	R. A. Evans.....	Services.....	60 00
	M E. Mansfield.....	...do.....	60 00
	H. H. Cassidy.....	...do.....	60 00
	W. T. Hutchinson.....	...do.....	60 00
	J. E. Piggott.....	Fireman.....	60 00
	T. Hynes.....	Services.....	60 00
	F. W. Roth.....	...do.....	60 00
	W. D. Roche.....	Laborer.....	60 00
	Peter Boland.....	...do.....	60 00
	N. W. Bond.....	...do.....	60 00
	C. Wessels.....	...do.....	60 00
	J. W. Clements.....	...do.....	80 00
	F. H. Joyner.....	...do.....	60 00
	G. Kirby.....	...do.....	60 00
	J. O'Neill.....	...do.....	60 00
	J. Hickey.....	...do.....	60 00
	C. Lusby.....	...do.....	60 00
	C. Crusor.....	...do.....	60 00
	J. F. Chinn.....	...do.....	60 00
	H. Harkins.....	Services.....	60 00
	J. H. Waugh.....	Laborer.....	60 00
	J. H. Bateman.....	...do.....	60 00
	E. H. Johnson.....	...do.....	60 00
	J. Pemberton.....	...do.....	60 00
	B. Moton.....	...do.....	60 00
	H. Brown.....	...do.....	60 00
	J. Chinn.....	...do.....	60 00
	W. H. Clark.....	.. do.....	60 00
	E. Mason.....	...do.....	60 00
	L. Hill.....	Services.....	54 00

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July.....	A. Lee.....	Services.....	$54 00
	J. Gray.....	...do.....	54 00
	J. Wiliis.....	...do.....	54 00
	E. Coleman.....	...do.....	54 00
	M. Guerin.....	... do.....	54 00
	E. Sweeney.....	...do.....	54 00
	J. Mulroy.....	...do.....	54 00
	A. Moore.....	...do.....	54 00
	O B. Chrismond.....	...do.....	54 00
	J. L. Sikken.....	Page.....	50 00
	C. A. Blanchard.....	..do.....	48 00
	J. L. Adamson, jr.....	..do.....	48 00
	W. R. Bradford.....	..do.....	48 00
	J. C. Klink.....	..do.....	40 00
	J. C. Wildman.....	..do.....	36 00
	W. G. Henderson.....	..do.....	36 00
	J. A. Taubschmidt.....	Drawings.....	936 65
	E. H. Knight.....	Abstracts.....	860 60
	G. P. Fisher.....	Appeals.....	71 25
	Blanchard & Mohun....	Stationery.....	415 00
	L. H. Schneider.....	Hardware.....	46 58
	Harnden's Express.....	Freight.....	50
	Longneckers & Conner..	Advertising.....	7 00
	Cincinnati Chronicle....	....do.....	9 60
	C. C. Fulton & Son.....	....do.....	4 15
	Dempsey & O'Toole....	Stationery.....	7,183 26
	The Union.....	Advertising.....	144 00
	Adams Express Company	Freight.....	6 75
	J. B. Wheeler & Co	Furniture, &c.....	282 80
	E Lilly & Co.....	Awnings.....	30 00
	Brewer & Champlin	Feed.....	30 02
	Snow, Coyle & Co.....	Advertising.....	210 00
	J. Lynch.....	Cartage.....	1 00
	The Chronicle.....	Advertising.....	162 00
	The Republican.....	....do.....	48 00
	F. L. Apel.....	Books.....	3 00
	H. Olive.....	Services.....	60 00
	A. Herrick & Sons	Advertising.....	24 00
	The Express.....	....do.....	54 00
	C A. Rogers.....	....do.....	8 00
	W Baker.....	Cartage.....	1 20
	The Star.....	Advertising.....	97 16
	Stevens Bros.....	British patents.....	293 54
	W. W. Farr.....	Repairing clock.....	2 00
	J A. Sheehan.....	Engraved number plates.....	168 00
	J. A. Sheehan.....	....do.....do.....	154 00
	E. McGraw.....	Hack-hire.....	6 00
	Providence Journal.....	Advertising.....	2 00
	E. Z. Steever.....	Plumbing, &c.....	15 50
	The Republican.....	Subscription.....	7 00
	Chicago Tribune Comp'y	Advertising.....	78 00
	Philp & Solomons.....	Stationery, &c.....	20,496 59
	George H. Bigelow.....	Advertising.....	5 55
	J. A. Tauberschmidt	Drawings.....	433 55
	A. Denham & Co.....	Books.....	41 04
	E. H. Knight.....	Abstracts.....	1,197 75
	E H. Knight.....	Classification, proof-reading, &c.....	276 50
	E H. Knight.....	Repairing extensions, designs, &c....	56 00
	The Chronicle.....	Advertising.....	72 00
	C. F. Reinstein & Co...	....do.....	8 00
	Hovey & Co.....	Subscription.....	4 00
	B Moton.....	Paste.....	5 00
	A. Thompson.....	Washing towels, &c.....	25 00

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July	B. Frazer	Cleaning portico	$20 00
	Wm. E. Chaffee	Page	9 29
	J. C. Wildman	..do	36 00
	W. G. Henderson	..do	36 00
	J. C. Klink	..do	40 00
	J. L. Adamson, jr	..do	48 00
	C. A. Blanchard	..do	48 00
	W. R. Bradford	..do	48 00
	J. L. Sikken	..do	50 00
	J. Mulroy	Services	52 00
	M. Guerin	...do	52 00
	E. Coleman	...do	52 00
	J. Willis	...do	52 00
	J. Gray	...do	52 00
	L. Hill	...do	52 00
	A. Moore	...do	52 00
	O. B. Chrismond	...do	52 00
	E. Sweeney	...do	52 00
	A. Lee	...do	52 00
	M. E. Mansfield	...do	60 00
	R. A. Evans	...do	60 00
	J. Hickey	...do	60 00
	G. Kirby	...do	60 00
	F. A. Speare	Page	60 00
	P. Boland	Services	60 00
	C. Wessles	...do	60 00
	H. Joyner	...do	60 00
	W. T. Hutchinson	...do	60 00
	N. W. Bond	...do	60 00
	H. Harkins	...do	60 00
	J. E. Piggott	Fireman	60 00
	F. W. Roth	Services	60 00
	R. Ball	Page	60 00
	J. W Clements	Laborer	60 00
	W. D. Roche	...do	60 00
	H. H. Cassidy	Services	60 00
	C. Lusby	...do	60 00
	J. O'Neill	...do	60 00
	T. Hynes	...do	60 00
	B. Moton	Laborer	60 00
	Jesse Chinn	... do	60 00
	J. H. Bateman	...do	60 00
	J. F. Chinn	...do	60 00
	E. H. Johnson	...do	60 00
	W. H. Clark	...do	60 00
	E. Mason	...do	60 00
	H. Brown	...do	60 00
	C. Crusor	...do	60 00
	J. H. Waugh	...do	60 00
	J. Pemberton	...do	60 00
	G. A. Knott	Watchman	60 00
	T E. Jackson	....do	60 00
	H. Barton	....do	60 00
	E. McCarten	....do	60 00
	H. Croghen	....do	60 00
	P. McDevitt	....do	60 00
	W. H. Stanford	....do	60 00
	D. O'Connor	Services	75 00
	J. R. Nottingham	...do	75 00
	M. Morley	...do	75 00
	R. Galaher	Furnaces, &c	75 00
	Joseph L. Adamson, sr	Services	75 00
	C. Sanford	...do	75 00

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July	C. W. White	Services	$75 00
	J. Ryan	...do	75 00
	D. Cowl	...do	75 00
	J. Lawlor	Laborer	75 00
	J. S. Lynch	Services	75 00
	C. Link	...do	75 00
	G. Brand	...do	75 00
	A. Bowen	Laborer	75 00
	B. S. Ferguson	Services	83 00
	W. L. Seward	...do	83 00
	Washington and Georgetown Ice Company	Ice	184 71
	J. C. Howard	Livery	4 00
	G. P. Fisher	Appeals	47 50
	Baltimore and Ohio Railroad Company	Freight	1 20
	Harnden Express	...do	50
	New Express Line	...do	6 72
	The Age	Advertising	4 80
	J. Purdy	Stable rent	15 00
	Brewer & Champlin	Feed	29 71
	M. G. Copeland	Awnings	112 00
	Hawley, Goodrich & Co.	Advertising	3 00
	J. B. Wheeler & Co	Furniture, &c	130 25
	W. W. Farr	Repairing clocks, &c	39 00
	J. D. Baldwin & Co	Advertising	2 50
	The Express	...do	29 25
	E. H. Roberts	...do	4 05
	Press Association	...do	2 50
	E. Z. Steever	Plumbing, &c	17 00
	French & Richardson	Books	26 50
	J. L. Sikken	Page	29 35
	S. Bowles & Co	Advertising	2 00
	A. Herrick & Son	...do	12 00
	Irving & Willey	Freight	49 77
	Boston Post	Advertising	3 50
	Lafayette Journal Co	...do	6 00
	I. Smith Homans	Subscription	5 00
	J. W. Fitzhugh	Cabinet work, &c	938 12
	The Star	Advertising	180 00
	Reinstein & Co.	...do	4 80
	Providence Journal	...do	2 00
	J. A. Tauberschmidt	Drawings	925 10
	B. Moton	Paste	7 00
	B. Frazer	Cleaning portico	20 00
	A. Thompson	Washing towels	25 00
	W. G. Henderson	Page	36 00
	J. C. Wildman	...do	36 00
	J. C. Klink	...do	40 00
	W. E. Chaffee	...do	36 00
	W. R. Bradford	...do	48 00
	J. L. Adamson, jr.	...do	48 00
	James Willis	Services	52 00
	E. Sweeney	...do	52 00
	M. Guerin	...do	52 00
	J. Gray	...do	52 00
	A. Lee	...do	52 00
	L. Hill	...do	52 00
	E. Coleman	...do	52 00
	J. Mulroy	...do	52 00
	O. B. Chrismond	...do	52 00
	R. A. Evans	...do	60 00
	M. E. Mansfield	...do	60 00
	R. Ball	Page	60 00

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July.....	F. A. Speare	Page	$60 00
	F. H. Joyner	Services	60 00
	C. Lusby	...do	60 00
	G. Kirby	...do	60 00
	P. Boland	...do	60 00
	W. D. Roche	Laborer	60 00
	F. W. Roth	Services	60 00
	N. W. Bond	...do	60 00
	W. T. Hutchinson	...do	60 00
	J. E. Piggott	Fireman	60 00
	T. Hynes	Services	60 00
	H. H. Cassidy	...do	60 00
	J. O'Neill	...do	60 00
	J. Hickey	...do	60 00
	J. W. Clements	...do	60 00
	C. Wessles	...do	60 00
	H. Harkins	...do	60 00
	B. Moton	Laborer	60 00
	C. Crusor	...do	60 00
	E. Mason	...do	60 00
	W. H. Clark	...do	60 00
	J. Pemberton	...do	60 00
	J. Chinn	...do	60 00
	J. F. Chinn	...do	60 00
	H. Brown	...do	60 00
	J. H. Waugh	...do	60 00
	E. H. Johnson	...do	60 00
	J. H. Bateman	...do	60 00
	G. A. Knott	Watchman	60 00
	T. E. Jackson	....do	60 00
	P. McDevitt	....do	60 00
	E. McCarten	....do	60 00
	H. Barton	....do	60 00
	H. Croghen	....do	60 00
	W. H. Stanford	....do	60 00
	D. O'Connor	Services	75 00
	J. L. Adamson, sr.	...do	75 00
	R. Gelaher	Furnaces, &c	75 00
	J. R. Nottingham	Services	75 00
	M. Morley	...do	75 00
	G. Brand	...do	75 00
	C. Sanford	...do	75 00
	Charles Link	...do	75 00
	D. Cowl	...do	75 00
	J. Ryan	...do	75 00
	J. Lawlor	...do	75 00
	J. S. Lynch	...do	75 00
	C. W. White	...do	75 00
	A. Bowen	...do	75 00
	B. Ferguson	...do	84 00
	W. L. Seward	...do	84 00
	George Francis	House-furnishing goods	11 80
	Washington and Georgetown Ice Company	Ice	298 40
	F Flugel	Expenses of agency	140 50
	City Post Office	Postage	9 45
	G. P. Fisher	Decisions in appeals	71 25
	C. O. Rogers	Advertising	12 00
	Boston Post	.....do	3 50
	Harnden Express	Freight	50
	J. W. Fitzhugh	Carpenter's work	1,053 18
	Knowles, Anthony & Danielson	Advertising	3 00
	C. Scribner & Co	Cartage	2 50

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July.....	J. P. Barr & Co.....	Advertising	$16 00
	Osborn & Co.....	..... do.....	24 00
	Woodruff & Green.....	Pulley	3 00
	Hawley, Goodrich & Co.	Advertising.....	3 00
	Snow, Coyle & Co.....	.....do.....	72 00
	John Purdy.....	Stable rent	15 00
	J. D. Bond	Plumbing, &c.....	580 13
	Adams & Co.....	Freight	2 00
	Joy & Co.....	Horse-shoeing, &c.....	9 75
	Philp & Solomons	Stationery.....	3,449 30
	The Republican	Advertising.....	81 00
	T. H. Champlin	Feed.....	26 06
	Balt. & Ohio Railroad Co.	Freight.....	2 40
	Munn & Co.....	Advertising.....	213 75
	Longneckers & Connor.	.....do.....	3 50
	Beals, Greene & Co.....	.....do.....	3 50
	A. Denham & Co.....	Books	53 86
	The Express.....	Advertising.....	27 00
	Perry & Brother.....	Dry goods.....	6 00
	American Railroad Journal	Advertising.....	5 00
	J. D. Baldwin & Co	.....do.....	3 00
	John E. Hodgson.....	Repairing stoves, &c.....	78 20
	B. Moton.....	Paste	3 00
	B. Frazer	Cleaning portico.....	20 00
	A. Thompson.....	Washing towels.....	25 00
	G. Brand.....	Services.....	25 00
	J. C. Wildman.....	Page.....	36 00
	W. E. Chaffee.....	..do.....	36 00
	J. C. Klink	..do.....	40 00
	W. R. Bradford	..do.....	48 00
	J. L. Adamson, jr.	..do.....	48 00
	M. Guerin.....	Services.....	54 00
	E. Sweeney	...do.....	54 00
	A. Moore.....	...do.....	54 00
	L. Hill	...do.....	54 00
	E. Coleman.....	...do.....	54 00
	J. Gray	...do.....	54 00
	A. Lee.....	...do.....	54 00
	J. E. Piggott.....	Fireman.....	60 00
	C. Lusby.....	...do.....	60 00
	F. H. Joyner.....	Services.....	60 00
	H. H. Cassidy.....	...do.....	60 00
	J. W. Clements	Laborer.....	60 00
	N. W. Bond.....	Services.....	60 00
	P. Boland.....	...do.....	60 00
	W. T. Hutchinson.....	...do.....	60 00
	H. Harkins.....	...do.....	60 00
	W. D. Roche	Laborer.....	60 00
	F. A. Speare.....	Page.....	60 00
	R. Ball	..do.....	60 00
	J. Hickey.....	Services.....	60 00
	F. W. Roth.....	...do.....	60 00
	G. Kirby.....	...do.....	60 00
	R. A. Evans	...do.....	60 00
	M. E. Mansfield.....	...do.....	60 00
	B. Moton	Laborer.....	60 00
	H. Brown.....	...do.....	60 00
	E. Mason	...do.....	60 00
	E. H. Johnson.....	...do.....	60 00
	J. H. Bateman.....	...do.....	60 00
	C. Crusor.....	...do.....	60 00
	J. Pemberton.....	...do.....	60 00
	J. F. Chinn.....	... do.....	60 00

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July.....	Jesse Chinn.....	Laborer.....	$60 00
	W. H. Clark.....	...do.....	60 00
	J. H. Waugh.....	...do.....	60 00
	W. L. Seward.....	Services.....	83 00
	B. S. Ferguson.....	...do.....	83 00
	H. Barton.....	Watchman.....	60 00
	T. E. Jackson.....	....do.....	60 00
	G. A. Knott.....	....do.....	60 00
	P. McDevitt.....	....do.....	60 00
	J. O'Neill.....	Services.....	60 00
	H. Croghen.....	Watchman.....	60 00
	E. McCarten.....	....do.....	60 00
	W. H. Stanford.....	....do.....	60 00
	D. O'Connor.....	Services.....	75 00
	J. R. Nottingham.....	...do.....	75 00
	M. Morley.....	...do.....	75 00
	R. Galaher.....	Attending furnaces, &c.....	75 00
	J. L. Adamson, sr.....	Services.....	75 00
	C. Sanford.....	...do.....	75 00
	J. Ryan.....	...do.....	75 00
	D. Cowl.....	...do.....	75 00
	J. S. Lynch.....	...do.....	75 00
	J. Lawlor.....	...do.....	75 00
	C. Link.....	...do.....	75 00
	A. Bowen.....	Laborer.....	75 00
	J. A. Tauberschmidt.....	Drawings.....	750 75
	W. G. Henderson.....	Page.....	36 00
	French & Richardson...	Books.....	21 90
	The Union.....	Advertising.....	96 00
	Brown, Coombs & Co...	....do.....	39 60
	J. D. Bond.....	Plumbing, &c.....	162 43
	J. G. Weaver.....	Carpets, &c.....	65 25
	J. C. McGuire.....	Furniture.....	25 80
	Munn & Co.....	Advertising.....	24 75
	J. Purdy.....	Stable rent.....	15 00
	T. H. Champlin.....	Feed.....	28 02
	Kidwell & Henderson...	Window shades.....	25 00
	J. B. Dodson.....	Carpets, oil cloth, &c.....	494 02
	J. W. Fitzhugh.....	Carpenter work.....	168 12
	M. A. Bowles.....	Services.....	6 67
	R. H. Graham.....	Repairing carriage.....	149 15
	C. T. Bowen.....	Painting and glazing.....	36 00
	Stevens Brothers.....	British patents.....	400 40
	J. B. Wheeler & Co.....	Furnishing goods.....	63 95
	H. Brooks.....	Cartage.....	1 50
	Harnden Express.....	Freight.....	40
	Knowles, Anthony & Danielson.....	Advertising.....	2 00
	D. Van Nostrand.....	Books and freight.....	74 25
	James Shechan.....	Engraved number plates.....	210 00
	G. P. Fisher.....	Appeals.....	118 75
	Munn & Co.....	Advertising.....	29 25
	H. Brooks.....	Cartage.....	3 00
	C. E. Warburton.....	Advertising.....	4 50
	Cincinnati Chronicle Co.	....do.....	12 00
	N. C. Bache.....	Books.....	13 75
	J. Holyet.....	Cartage.....	50
	Irving & Willey.....	Expenses of agency.....	56 41
	J. Q. Wilson.....	Furniture.....	26 00
	J. E. Hodgson.....	Repairing stoves, &c.....	16 25
	E. Fitch.....	Advertising.....	3 26
	G. P. Fisher.....	Appeals.....	71 25
	J. A. Tauberschmidt.....	Drawings.....	605 00
	B. Frazer.....	Cleaning portico.....	20 00

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C.—*Statement of money paid, &c.*—Continued.

Date of payment.	Name.	Nature of payment.	Amount.
July.....	B. C. Freeman	Services	$18 00
	J. C. Wildman	Page	36 00
	F. W. Roth	Services	54 00
	R. Ball	Page	60 00
	F. A. Speare	do	60 00
	M. E. Mansfield	Services	60 00
	H. H. Cassidy	do	60 00
	J. Hickey	do	60 00
	N. W. Bond	do	60 00
	H. Harkins	do	60 00
	F. H. Joyner	do	60 00
	C. Lusby	do	60 00
	W. T. Hutchinson	do	60 00
	J. O'Neill	do	60 00
	P. Boland	do	60 00
	W. D. Roche	Laborer	60 00
	J W. Clements	do	60 00
	J. E. Piggott	Fireman	60 00
	J. L. Adamson, jr.	Page	48 00
	W. R. Bradford	do	48 00
	G. Kirby	Services	40 00
	J. Gray	do	50 00
	L. Hill	do	50 00
	A. Moore	do	50 00
	E. Coleman	do	50 00
	A. Lee	do	50 00
	E. Sweeney	do	50 00
	M. Guerin	do	50 00
	E. H. Johnson	Laborer	60 00
	H. Brown	do	60 00
	J. H. Waugh	do	60 00
	C. Crusor	do	60 00
	Jesse Chinn	do	60 00
	W. H. Clark	do	60 00
	E. Mason	do	60 00
	J. F. Chinn	do	60 00
	G. A. Knott	Watchman	60 00
	H. Croghen	do	60 00
	T. E. Jackson	do	60 00
	H. Barton	do	60 00
	E. McCarten	do	60 00
	P. McDevitt	do	60 00
	D. O'Connor	Services	75 00
	M. Morley	do	75 00
	J. R. Nottingham	do	75 00
	J. Lawlor	do	75 00
	J. L. Adamson, sr.	do	75 00
	J. S. Lynch	do	75 00
	D. Cowl	do	75 00
	J. Ryan	do	75 00
	C. Link	do	75 00
	G. Brand	do	75 00
	A. Bowen	Laborer	75 00
	W. L. Seward	do	83 00
	B. S. Ferguson	do	83 00
	W. E. Chaffee	Page	36 00
	A. Thompson	Washing towels	25 00
	B. Moton	Laborer	60 00
	W. H. Stanford	Watchman	60 00
	J. C. Klink	Page	40 00
	R. Galaher	Attending furnaces	75 00
			67,568 59

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D.—*Statement of money paid by Hugh McCormick, disbursing clerk of the United States Patent Office, for withdrawals, from July 20 to December 1, 1868.*

Date of payment.	Name.	Nature of payment.	Amount.
August ..	J. S. Williams		$20 00
September.	R. W. Hubert		20 00
	R. J. Huggins		20 00
	Grouel, assig'r to Brown		20 00
	John Sullivan		20 00
	J. Greene		20 00
November.	Jacob Gurnee		20 00
			140 00

E.—*Statement of money paid by Hugh McCormick, disbursing clerk of the United States Patent Office, for refunding money paid by mistake, from July 20 to December 1, 1868.*

Date of payment.	Name.	Nature of payment.	Amount.
August ..	J. H. Beyrodt	Paid $45 instead of $35..	$10 00
	N. C. P. Sprague	Paid $35 instead of $15..	20 00
	R. S. Roeschaub	Paid $35 instead of $15..	20 00
	John Cox	Paid $35 instead of $15..	20 00
	H. S. Shannon, by McGill, Grant & Co.	Paid $35 instead of $15..	20 00
	A. Gummer	Paid $20 instead of $15..	5 00
	J. K. Humphrey	Paid $20 instead of $10..	10 00
	F. G. Simpson	Paid $35 instead of $15..	20 00
September.	Carr & Goldsmith	Paid $35 instead of $15..	20 00
	John Lane	Paid $35 instead of $15..	20 00
	S. N. Miller	Paid $100 instead of $50.	50 00
	F. Herman	Appeal not authorized...	25 00
	A. G. Safford	Paid $100 instead of $50.	50 00
	L. Herring	Caveat fee paid twice....	10 00
	J. Tiffany, by D. A. Somes, attorney.	Paid $35 instead of $15..	20 00
	Edward Welch	Paid $50 instead of $15..	35 00
	James Donald	Paid $35 instead of $15..	20 00
October...	H. C. Smith	Paid $35 instead of $15..	20 00
	A. S. Walker, et al	Paid fee twice	15 00
	A. G. Newman	Paid $35 instead of $15..	20 00
	W. J. Towne, by Evans, attorney...	Paid $20 instead of $10..	10 00
	W. C. Davis, ass'ees of G. H. Knight.	Paid $35 instead of $15..	20 00
	W. C. Davis, ass'ees of G. H. Knight.	Paid $35 instead of $15..	20 00
	B. Anyan	Paid $35 instead of $15..	20 00
	Jay H. Browne	Application made too soon	50 00
	J. H. Draper	No right to appeal	10 00
	Hœller, by Fisher A Co	Final fee paid erroneously	20 00
			580 00

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F.—*Statement of money paid by Hugh McCormick, disbursing clerk of the United States Patent Office, for copyrights, &c., from July 20 to December 1, 1868.*

Date of payment.	Name.	Nature of payment.	Amount.
August ..	E. Flagg	Salary	$130 50
	E. Flagg	...do	139 14
September..	E. Flagg	...do	143 49
October...	E. Flagg	...do	146 70
November.	Adams & Co	Freight	1 75
	Adams & Co	...do	1 00
	E. Flagg	Salary	146 65
			709 23

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 9.

SALE OF FORT SNELLING RESERVATION.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Papers relative to the sale of the Fort Snelling reservation.

DECEMBER 10, 1868.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
Washington, December 10, 1868.

SIR: In compliance with the requests conveyed in a communication of the 26th of February, 1868, from the Hon. J. A. Garfield, chairman of the House Military Committee, for copies of reports, records, and papers in the matter of the sale of the Fort Snelling reservation, for the use of the Committee on Military Affairs, together with an expression of my opinion as to the necessity of retaining any portion of said reservation for military purposes, and what legislation, if any, is necessary to enable the government to obtain an undisputed title to the same, I have the honor to transmit herewith the copies of papers therein called for.

I also forward a copy of the report of the board of claims upon the subject, approved by me, with copies of the papers recently filed by claimants' attorney, upon which this report was based.

I fully concur in the opinions expressed by General Sherman as to the necessity of retaining the major part of the reservation for military purposes, and with respect to Mr. Steele's equities in the premises.

I am also of opinion that the mode of settlement of the case proposed by General Sherman is just and proper, and I would suggest the propriety of my being invested by law with authority to make the sale of 160 acres east of the Mississippi, and a tract of 160 acres south of the St. Peter's, (see map B herewith,) which, it will be observed, General Sherman thinks it is possible to dispense with, and to apply the amount realized from the sale, as far as it will go, to the settlement of Mr. Steele's claim. Should it be found that the sum thus realized would be insufficient to liquidate the claim upon bases proposed by General Sherman, it will be necessary to pay the balance from the treasury; and as there is no appropriation at my disposition applicable to that object, I would recommend that an appropriation be made for the purpose of meeting this contingency.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

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CASE OF THE FORT SNELLING, MINNESOTA, RESERVATION.

ADJUTANT GENERAL'S OFFICE,
Washington, April 27, 1868.

February 26, 1868, Hon. Mr. Garfield, chairman of the House Committee on Military Affairs, asks to be furnished with the following information:

1. Copies of all reports by military commanders in regard to retaining any portion of the Fort Snelling military reservation.

2. Copies of all records and papers relating to the sale of said reservation by the Secretary of War.

3. All information in possession of the War Department in regard to the use and occupation of said reservation since the sale; also, whether the War Department desires to retain any portion of the reservation for military purposes; and if so, what legislation is required to secure to the government an undisputed title to the same and make a complete settlement with the purchaser of the reservation.

Referred March 3 by the Secretary of War to this office for report.

Copies of General Garfield's letter were furnished March 4, 1868, for report to the Quartermaster General and Lieutenant General Sherman, commanding military division of the Missouri.

March 10, 1868, Lieutenant General Sherman reports: Visited Fort Snelling in May, 1866, and found it occupied by a company of the 10th infantry. (Has since been occupied by troops.) On that occasion made official report as follows:

> Fort Snelling, with its 6,000 acres of reserve, was sold by Secretary Floyd to a Mr. Steele, who has paid $30,000, but failed to pay the balance. Mr. Steele is not anxious to fulfil the terms of the purchase. He bought the reservation with the object of building a town upon it. The government took possession of the reservation at the breaking out of the war, and during the rebellion used it as a depot for collecting volunteer troops. The fort should be retained, and a compromise made with Mr. Steele.

General Sherman now states that the portion of the reservation lying north of the St. Peter's river and west of the Mississippi is necessary for military uses; the balance may with propriety be sold. The former sale by Mr. Floyd was declared fraudulent and was suspended. Mr. Steele was not, however, a party to the fraud. A fair compromise should be made with him. Credit him with the $30,000 (and interest) paid by him, and debit him with the moneys received by him: such as the ferry income, rents, and other profits; he should make a declarative statement of the account and receive the balance due him.

A map of the reservation will be forwarded, delineating the portion that should be sold and the portion to be retained. The land east of the Mississippi and south of the St. Peter's can be sold for enough to refund to Mr. Steele the amount he has paid. Mr. Steele is anxious and willing to settle the matter.

April 20, 1868, the Quartermaster General forwards copies of papers on file in his office relative to the Fort Snelling reservation, from which it appears, August 13, 1837, certain settlers, who had settled upon lands contiguous to Fort Snelling, petitioned President Van Buren that they be recompensed for improving their land in case the government should purchase it from the Sioux for a military reservation.

October 19, 1837, Major Plympton, commanding Fort Snelling, called the Adjutant General's attention to the settlements of traders and others upon land belonging to the reservation. November 17, 1837, the Adjutant General informed Major Plympton that in case no reservation had yet been made a map should be drawn, showing what land should be

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reserved. July 26, 1838, Major Plympton notified the inhabitants in the section that he had established a reservation, and prohibited any trespass, &c., by persons not attached to the military service. July 29, 1839, the Commissioner General Land Office ordered that the reservation marked out by Major Plympton be not sold to settlers or others.

February 15, 1848, Hon. J. H. Tweedy, member of Congress, presented to the Secretary of War the application of Joseph R. Brown for permission to erect a warehouse on the reservation. Mr. Tweedy stated that it was the opinion of many intelligent men that the Fort Snelling reserve was too large; prevented progress in settling the country. Referred by Secretary of War to Quartermaster General, who reported in favor of giving up to the land department the whole territory of the Mississippi. If the land was to be retained by the government, Mr. Brown should not be permitted to erect a warehouse.

February 21, 1848, W. H. Randall, of New York, requested that S. J. Findley, of St. Peter's, be allowed to keep the ferry on the Mississippi river, opposite Fort Snelling; also, to erect buildings on the east side of the river. On reference to him, the Quartermaster General recommended that the portion of the reservation on the east side of the Mississippi be surrendered to the Land Office, so that settlers might locate upon it. The permission asked for by Mr. Randall was granted by the Secretary of War, February, 1848.

March 3, 1849, the Secretary of War gave permission to the Hon. Robert Smith, member of Congress, to lease the government house and mill opposite the Falls of St. Anthony; to relinquish the same at the pleasure of the War Department.

Subsequently, Mr. Smith asked the additional privilege of cultivating a portion of the land. Acceded to by Secretary of War, October 19, 1849.

By act of Congress, approved August 26, 1852, the Secretary of War was directed to reduce the extent of the Fort Snelling reservation, and to establish new boundaries as designated in said act.

February 7, 1853, Mr. Smith asked that the War Department sell him the buildings he had leased and occupied since 1849. June 4, 1853, the Quartermaster General recommended that the buildings be sold to Mr. Smith.

April 7, 1857, Hon. H. M. Rice recommended that the Fort Snelling reservation be relinquished by the War Department. Referred by Secretary of War to the Quartermaster General, who reported that if troops were to be concentrated at central points it would be an unwise measure to abandon Fort Snelling; but if the troops were to be distributed upon the extreme frontiers, then all but a quarter section, including the site of the fort and the ferries, might be surrendered.

May 25, 1857, the Secretary of War directed Major Seth Eastman and William K. Heiskell to examine and report upon the subject of the sale of the reservation of Fort Snelling to private parties.

June 10, 1857, Major Eastman and Mr. Heiskell made a joint report, as follows:

All of the improvements could not be sold for more than $20,000. * * * * We find upon the reservation extensive improvements made by citizens, the cost of which cannot be less than $30,000; * * * all owned and in the possession of the post sutler, Franklin Steele. Ferries across each river are conducted by Steele. Upon questioning Mr. Steele he very frankly said that he did not go on the said reservation, neither did he make or purchase improvements upon the same with the expectation of having the pre-emption right extended to him, and we could not come to the conclusion that he should have the right to purchase the lands covering his improvements at $1 25 per acre. * * * * After a careful examination of the property, (the entire reservation,) we estimated its value at $90,000. * * * * Justice required us to give Mr. Steele the refusal of it; * * * at which

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price he accepted it, and we closed a contract for the same. We have further to state that we examined Fort Snelling with reference to its being retained as a military depot; became satisfied that the time had passed for it to be useful as a military depot or fort. We have reserved from the sale 20 acres for the Catholic church and 10 acres for the Protestant burial ground, and recommend that both of these reservations be conveyed to their respective denominations at $1 25 per acre.

The above report was submitted by Secretary Floyd to the President June 17, 1857, and endorsed: "Approved. J. B. Floyd, Secretary of War."

The contract or sale to Steele (copy enclosed) fixes the price at $90,000; the first payment, $30,000, to be made July 10, 1857; the remaining $60,000 within two years thereafter. The area of the reservation was estimated at 7,000 acres. This sale, however, did not include the plot of 20 acres occupied by the Catholic church, nor the plot of 10 acres used as a Protestant burial ground. The contract was approved July 2, 1857, by Secretary Floyd.

By Special Orders 109, Adjutant General's office, July 31, 1857, it was announced that Mr. Steele had paid the first instalment of the purchase money, and the "military reservation and property pertaining thereto, excepting the fort and other buildings which are required for the use of the troops at the post will be put in the immediate possession of Mr. Franklin Steele. The military post will be maintained until further orders."

September 28, 1857, the Attorney General informs the Secretary of War that "the War Department has power given it by Congress to sell the land in question."

In a report to Lieutenant General Scott, (date not known, supposed to be August, 1857,) Colonel Lorenzo Thomas says:

So long as the Indians remain in Minnesota, so long must troops be kept in the territory. To supply the troops a depot is essentially necessary at Fort Snelling, and I consider that the post should not have been sold. All the necessary buildings were here with a reserve ample for any purpose. A condition of the sale, I understand, is that the buildings shall be kept as long as required. They should not be given up, and if possible from 500 to 1,000 acres of land should be reserved * * * The mounted troops could be kept at Fort Snelling at less cost than elsewhere. * * * I do not know under what circumstances the post of Fort Snelling was sold, but I am perfectly certain that no military man on the spot, at all acquainted with the state of affairs, would have recommended the measure.

This report, on being submitted to the Secretary of War, was endorsed as follows:

WAR DEPARTMENT, *August* 29, 1857.

The dissertation about Fort Snelling, its sale and the importance of it for a military depot, is a gratuitous intermeddling in a matter already disposed of by competent authority.

July 19, 1858, Franklin Steele certifies that the Fort Snelling reservation had on that day been turned over to him by Captain A. W. Reynolds, assistant quartermaster, as directed by the Quartermaster General, July 9, 1858.

June 1, 1860, the Secretary of War informed Mr. Breckinridge, President of the Senate, that Mr. Steele had purchased Fort Snelling July 26, 1857; had paid $30,000 on it; that "the deferred instalments of the purchase money are secured by withholding the title until they are paid. The purchaser failed to meet his deferred payments, and suit has been brought to enforce the vender's lien, and the land will be sold to pay the residue of the purchase money if it is not sooner paid. There is no part of this reserve in possession of the United States."

January 22, 1859, Mr. Steele writes the Secretary of War, stating that he has learned with surprise that proceedings had been instituted against him (Steele) in the matter of the purchase of Fort Snelling. To avoid litigation, proposed to pay $10,000 within four months and the balance as soon thereafter as possible.

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January 2, 1861, General J. Holt, Secretary of War *ad interim*, informs the Hon. Cyrus Aldrich, member of Congress, that "the title to the Fort Snelling reserve will, under the contract of sale, remain in the United States until the last payment has been made by the purchaser."

April 23, General Sherman forwards three maps describing the reservation at Fort Snelling; also report of the assistant adjutant general at headquarters department of Dakota, as to the history of the reservation, (already given;) reiterates his former recommendation that Fort Snelling, with present reduced boundary, be held by the United States forever.

No diminution should be allowed of that part of the reserve lying in the forks of the Mississippi and St. Peter's. It is possible that the 160 acres on the east of the Mississippi, and the piece of 160 acres south of the St. Peter's (see map B) might be spared. If it is necessary to realize by sale $30,000 with interest, then the reservation must be reduced by taking a strip on the west part of the reserve similar to that indicated in map B by the dotted red line, beginning at a point on Brown's creek above the Minnehaha falls.

Should this reservation be allowed to pass into private hands it would have to be re-purchased at some future time at a vast cost. Mr. Steele should be dealt with fairly.

Its sale by Mr. Floyd to Mr. Steele was either in fraud or in ignorance of its military value; but Mr. Steele is not a party to the fraud.

He paid one-third the purchase money and should receive back the same, with interest or an equivalent.

Fort Snelling is at the head of steamboat navigation on the Mississippi, and is the natural depot or place d'armes of that entire region, is eminently fitted for a fortification, but useless for agricultural purposes or for a site of a town.

ADJUTANT GENERAL'S REPORT.

The records of this office show:

Telegram from this office, dated May 9, 1858, directs the commanding officer at Fort Snelling to evacuate that post. In accordance therewith, the post was abandoned June 1, 1858. Special Orders No. 109, Adjutant General's office, July 31, 1857, directs Fort Snelling to be abandoned and put into the possession of Franklin Steele.

April 29, 1861, it was occupied by Minnesota volunteers commanded by Colonel Gorman, 1st Minnesota volunteers. No returns on file until May 13, 1862. From July, 1862, to June, 1863, no returns forwarded. From June, 1863, to November, 1865, post commanded by Minnesota volunteer officers. From November, 1865, till present date, commanded by officers of the regular army; Colonel E. B. Alexander, 10th infantry, now in command.

June 16, 1866, the Quartermaster General submitted to the Secretary of War extract of letter of Colonel Bingham, quartermasters' department, stating that the Fort Snelling reservation was sold by Secretary Floyd to Mr. Steele for $100,000, $30,000 of which had been paid eight years since—no payments since made. Reserve now composed of three square miles. Recommended that one square mile be retained, (all the buildings being within this area,) the buildings to be filled with surplus stores. The Quartermaster General concurred in this recommendation and suggested that it be carried into effect. Approved by the Secretary of War, July 6, 1866. The Quartermaster General instructed General Eastman, quartermaster, accordingly, who prepared a map of the proposed new reservation (one square mile) and transmitted the same to General Terry, commanding department of Dakota.

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By General Orders No. 9, headquarters department of Dakota, March 4, 1867, the reservation was established according to said survey.

General Terry recommended the sale of all land not included within the last survey. Submitted by the Adjutant General to the Secretary of War.

The Secretary of War disapproved the establishment of the new reservation and directed that General Terry suspend his order in the subject until further advice. General Terry so informed by letter of May 26, 1867, from this office.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., June 16, 1866.

SIR: I have the honor to furnish below an extract from a communication of Colonel J. D. Bingham, inspector quartermasters' department, dated Saint Paul, Minnesota, June 1, 1866, relative to the retention, &c., of the military reservation at Fort Snelling, near Saint Paul, Minnesota:

* * * * * * * *

The reservation at Fort Snelling was sold by Floyd, when he was Secretary of War, to Frank Steele, for $100,000. Thirty thousand dollars of that amount was paid about eight years ago, and no payments have been made since. I think the post should be retained by the government. The reserve is now composed of three square miles.

* * * * * * * *

One square mile will be sufficient for government purposes, as there is no timber of any consequence on the reserve. In addition to the post buildings a draft rendezvous has been built since the war, and they are all within the square mile recommended to be retained. They are the best buildings of the kind I have ever seen. These I would fill with such surplus stores as we now have in buildings at St. Louis and Cincinnati, for which we are paying rent. In this way we can store such surplus property as we want to keep for future use at no expense for rents, as the buildings and the grounds on which they stand already belong to the government. This will be a good point to store them, as the Forts of Ripley, Ridgeley, Abercrombie and Wadsworth will probably be kept up for some years yet, and this is the proper place to supply them from.

* * * * * * * *

The views expressed by Col. Bingham are concurred in by me, and it is respectfully recommended that they be carried into effect.

I am, sir, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General U. S. A., Bvt. Major General.

Hon. E. M. STANTON,
Secretary of War.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., July 13, 1866.

GENERAL: The enclosed copy of a report of the Quartermaster General to the Secretary of War, relating to the retention of the military reservation at Fort Snelling, near Saint Paul, Minnesota, with copy of the approval of the War Department endorsed, is respectfully transmitted to you, with instructions to cause the recommendation therein contained to be carried into effect.

By order of the Quartermaster General:

Very respectfully, your obedient servant,

J. J. DANA,
Col. Q. M. D. and Bvt. Brig. General.

Bvt. Brig. Gen. L. C. EASTON,
S. and S. Quartermaster Mil. Div. of the Mississippi, St. Louis, Mo.

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S. AND S. QUARTERMASTER'S OFFICE,
St. Louis, Mo., July 18, 1866.

Copy respectfully referred to Brevet Brigadier General William Myers, chief quartermaster department of the Platte. He will, as soon as practicable, send a list of such clothing and equipage as may in future be necessary for the use of the posts in the district of Minnesota, making the list sufficiently large to fill the storehouses. He will make such suggestions in regard to this storage as he may deem best for the interest of the service. and, as the storehouses are built entirely of wood, he will give very stringent orders to guard against fire. General Myers will carry out the instructions of the Quartermaster General relative to the reservation.

[Endorsement.]

OMAHA, N. T., *August* 15, 1866.

Copy, with copy of enclosure, respectfully referred to Captain Theo. Schwan, 10th infantry, acting assistant quartermaster, Fort Snelling, who will cause the recommendation contained herein to be carried into effect. He will cause estimates to be made and furnish data required by General Easton, and take the strictest measures to guard against fire. He will have the reserve surveyed and laid off as contemplated in these instructions. If he has not a competent surveyor now under his direction he is authorized to employ one for this purpose. His attention is called to letter of July 27, 1866, requiring statement of number and capacity of buildings at this post.

WILLIAM MYERS,
Bvt. Brig. Gen., Chief Quartermaster.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., August 20, 1866.

GENERAL: The Quartermaster General directs that the necessary steps be taken to have reservations laid off at all new posts where this has not already been done.

You will cause a survey to be made at each of such posts of a suitable reservation, and forward a drawing of the same with field-notes and memoir, for action thereon, here.

By order of Quartermaster General:

Very respectfully, your obedient servant,

J. J. DANA,
Colonel Q. M. D., Bvt. Brig. General.

Bvt. Brig. Gen. L. C. EASTON,
Chief Quartermaster, &c., St. Louis, Mo.

OFFICE CHIEF QUARTERMASTER DEPT. OF DAKOTA,
Fort Snelling, Minnesota, February 26, 1867.

COLONEL: I have the honor to transmit herewith, for the action of the brevet major general commanding the department, a drawing of the proposed reservation at Fort Snelling, Minnesota.

From this drawing it will be seen that the area defined by the new lines is greatly reduced from what has long been known as the reservation of Fort Snelling.

As it is within the province of the department commander to fix the extent of the military reservation, this drawing is respectfully submitted. Should it be approved, the land outside the lines should be disposed of

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by the government, as is usual under such cases, by entry and sale. I am informed that Franklin Steele claims a great part of the reservation on the ground of purchase some eight years since to partial payment. He has not possession, and, I believe, no title.

I enclose herewith copies of letters on the subject of this reservation, wherein it will be seen that the War Department has approved the retention of one square mile as the government reservation at Fort Snelling.

Very respectfully, your obedient servant,

J. G. CHANDLER,
Captain and A. Q. M., Bvt. Colonel U. S. A.

Brevet Lieut. Col. E. W. SMITH.
A. A. A. G., Dept. of Dakota, Fort Snelling, Minn.

Official:

ED. W. SMITH,
Bvt. Lieutenant Colonel, Capt. 24th Inf., A. A. A. G.

[General Orders No. 8.]

HEADQUARTERS DEPARTMENT OF DAKOTA,
Fort Snelling, Minnesota, March 4, 1867.

Subject to the approval of the Secretary of War, the military reservation at Fort Snelling, Minnesota, is hereby established according to the map made in pursuance of the survey of September, 1866, and now on file in the office of the chief quartermaster at these headquarters, the same to embrace one square mile.

By command of Brevet Major General A. H. Terry:

ED. W. SMITH,
Bvt. Lieut. Col., Capt. 24th U. S. Inf., A. A. A. G.

Official:

ED. W. SMITH,
Bvt. Lieut. Col., Capt. 24th U. S. Inf., A. A. A. G.

HEADQUARTERS DEPARTMENT OF DAKOTA,
Fort Snelling, Minnesota, March 4, 1867.

GENERAL: I have the honor to transmit, herewith, a drawing of the proposed reservation at Fort Snelling, Minnesota, made in compliance with instructions contained in a letter from the Quartermaster General's office, dated July 13, 1866, a copy of which is enclosed, together with copies of further correspondence on the same subject from the Quartermaster General's office, and the endorsement from the Adjutant General's office thereon. Also copy of a communication from Brevet Colonel J. G. Chandler, chief quartermaster of this department, relative thereto, and the order issued from these headquarters, establishing the reservation at Fort Snelling as indicated by the drawing—subject to the approval of the Secretary of War.

The recommendation of Colonel Chandler in reference to the disposition to be made of the land outside the reservation is approved.

I have the honor to be, general, very respectfully, your obedient servant.

ALFRED H. TERRY,
Brevet Major General U. S. Army, Commanding.

The ADJUTANT GENERAL U. S. ARMY,
Washington, D. C.

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[Endorsement.]

ADJUTANT GENERAL: The Secretary does not approve and directs the order issued by General Terry to be suspended until further orders and result of inquiry as to the Steele purchase.

E. S.

MAY 13, 1867.

ADJUTANT GENERAL'S OFFICE,
Washington, May 16, 1867.

SIR: General Orders No. 8, headquarters department of Dakota, of March 4, 1867, relating to the Fort Snelling military reservation, has been considered by the Secretary of War, in connection with the papers accompanying it, and is not approved by him. He therefore directs that the same be suspended until further orders.

I am, sir, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant General.

Brevet Major General ALFRED H. TERRY, U. S. A.,
Commanding Department of Dakota, Fort Snelling, Minnesota.

HEADQUARTERS MILITARY DIVISION OF THE MISSOURI,
St. Louis, Missouri, March 10, 1868.

GENERAL: The copy of letter of February 26, from General J. A. Garfield, chairman of the Committee on Military Affairs, (House of Representatives,) to the Hon. E. M. Stanton, referred to me by your endorsement of March 4, is received.

On the 26th of May, 1866, I visited Fort Snelling in person, and found it occupied by a company of the 10th United States infantry, and it has been occupied by troops continuously ever since. I then made an official report, and enclose herewith a copy.

A great many official reports have been transmitted through me to your office by General Terry, commanding that department, on this subject, and you have doubtless at hand all the papers called for by General Garfield, yet, as Fort Snelling is in my command, and I am familiar with its recent history, I will make this additional report, covering the points inquired after.

Fort Snelling occupies the angle at the junction of the St. Peter's and Mississippi rivers, at the very head of navigation. Its reservation embraces also land south of the St. Peter's and east of the Mississippi. That portion of the reservation lying north of the St. Peter's and west of the Mississippi *is* necessary for military uses; but the balance *is not*, and may with propriety be sold.

Fort Snelling will always be a military point from which troops and supplies can be handled for use on the northern frontier and should never be sold. The former sale by Mr. Floyd was declared fraudulent and was suspended; but by a personal examination of the facts I am convinced that Mr. Steele was not involved in the fraud. A fair compromise should be made with him, and none would be more fair than to credit him with the money paid ($30,000) with interest, and to charge him all moneys received by him. He has had the use of the valuable ferry privilege, and has had the benefit of other rents and profits, and should make declarative statement of the account, and receive the balance due him.

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I have not possession of the map of the reservation; but have repeatedly seen it at the fort, and will at once procure a copy of it and thereon delineate what portion of the reservation may be disposed of, and what portion should be held, and send it to you.

I understand from Mr. Steele that he was not only willing, but anxious to settle the matter on any conditions that were fair and just to himself. I have no doubt that the land east of the Mississippi river and south of the St. Peter's can be sold for enough to refund to Mr. Steele the money already paid by him; but if this be insufficient we could further diminish the reservation by a fraction outside of the Minnehaha river, and at the extreme part of the reservation above the small lakes. But I repeat my opinion that all the reservation embraced by the Mississippi, St. Peter's and Minnehaha, are eminently necessary for the military uses of the United States for all time to come.

I am, with respect, your obedient servant,

W. T. SHERMAN,
Lieutenant General.

Brevet Major General E. D. TOWNSEND,
Assistant Adjutant General, Washington, D. C.

[Extract.]

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,
St. Paul, Minnesota, May 26, 1866.

DEAR GENERAL: * * * * * * *

I also learn that Fort Snelling with its 6,000 acres of reserve was sold by Mr. Secretary Floyd to a Mr. Steele; that he has paid some $30,000 of the purchase money, but has failed to pay the balance. I understand that Mr. Steele is not anxious to fulfil the terms of his purchase, because the occasion is passed. It is now too late for him to build a town there, which was his object of his purchase: for St. Paul below the Fort, and Minneapolis above, are established too well to be disturbed by a rival. The buildings at Fort Snelling are of no use except as a fort, and the land is not worth, for agricultural purposes, anything like the price Steele contracted to pay for it. But Fort Snelling is valuable to us. The government promptly took it back when the war revealed its use as a depot for the collection of volunteer troops, and on all future occasions, when troops are needed anywhere north or west of this, Fort Snelling will be found the natural point. I, therefore, recommend its retention, and that a compromise be effected with Mr. Steele. Fort Snelling will be a good point for the organization of a new regiment when the time comes, but it is of no use whatever for military defence, because there are no Indians or hostile people within 200 miles. Its only use is as a rendezvous for troops, like Jefferson barracks and Fort Leavenworth.

* * * * * * * * *

I am truly yours,

W. T. SHERMAN,
Major General.

Lieutenant General U. S. GRANT,
Commanding Armies of the United States, Washington, D. C.

HEADQUARTERS MILITARY DIVISION OF THE MISSOURI,
St. Louis, Missouri, March 10, 1868.

Official:

W. A. NICHOLS,
Assistant Adjutant General.

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HEADQUARTERS MILITARY DIVISION OF THE MISSOURI,
St. Louis, Missouri, April 23, 1868.

GENERAL: I now have the honor to enclose three maps and several papers from General Terry's headquarters relative to the military reservation at Fort Snelling.

From personal inspection and a study of the relations of the site with regard to the region of country round about to the sources of the Mississippi and to our northern national boundary, I am clear of opinion that Fort Snelling with its present reduced boundary should be held by the United States forever.

Its sale by Mr. Floyd to Mr. Franklin Steele was either in fraud, or in ignorance of its military value; but Mr. Steele is not, in my judgment, a party to the fraud. He paid $30,000, or one-third of the money in good faith, and should receive back the same, with interest, or an equivalent. The more I study the case the more I am convinced that the United States should not further diminish that part of the reserve lying in the forks of the Mississippi and St. Peter's; but it is possible we can dispense with the 160 acres on the east of the Mississippi and the other piece of 160 acres on the south of the St. Peter's. (See map B.) The sale of these two pieces of land might realize $6,000 or $8,000. If, however, it be indispensible to realize out of the reservation the full sum of $30,000 with interest, there would be no alternative but to reduce the reservation by taking a strip on the west part, similar to that indicated in map B by the dotted red line, beginning at a point on Brown's creek above the Minnehaha falls.

Fort Snelling is at the head of steamboat navigation on the Mississippi, and is the natural depot or place d'armes of that whole region; is naturally fitted for a fortification, but of no manner of use for farming, or for a town. Should the site now pass into private hands, it would have to be repurchased at some future time at a vast cost. I therefore urgently represent that we should settle with Mr. Steele on fair terms, and retain the place for military uses forever.

I have the honor to be your obedient servant,

W. T. SHERMAN,
Lieutenant General, Commanding.

Brevet Major General E. D. TOWNSEND,
Assistant Adjutant General, Washington, D. C.

HEADQUARTERS MILITARY DIVISION OF THE MISSOURI,
St Louis, Mo., March 10, 1868.

GENERAL: I have the honor to enclose you a copy of a paper just received from Washington, which affords us the best possible opportunity to settle the long contested matter of the Fort Snelling reservation. I am positive in my opinion that Fort Snelling and all of its reservation in the forks of the Mississippi and St. Peter's will always be necessary for military purposes. I wish you would prepare a copy of the map of the reservation which I saw at the fort last summer, and make me a full report on all the points embraced in the letter of General Garfield, with copies of all papers you have bearing on the subject, that I may transmit them to the Adjutant General, with such further remarks as may be necessary at the time. I am willing to sell all the land embraced in the lines east of the Mississippi and south of the St. Peter's. If these will not, by sale, realize the $30,000 and interest, already paid in by Steele,

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we should indicate what other part of the reserve we could best part with. I want to retain all up to the Minnehaha, and out to that little lake, Harriet, I think, and then draw a line from its head to the St. Peter's, giving a couple of miles of ground up that stream. Without the map I cannot so well explain my views as if I had the map here, but you will doubtless see what I mean. Please attend to this as early as you conveniently can, as it is important the matter should be settled finally.

Truly yours,

W. T. SHERMAN,
Lieutenant General.

General A. H. TERRY,
Commanding Department of Dakota, St. Paul, Minn.

HEADQUARTERS DEPARTMENT OF DAKOTA,
St. Paul, Minnesota, March 29, 1868.

GENERAL: In obedience to your instructions, I have the honor to report the following data in reference to the reservation of Fort Snelling, which embrace all the information attainable here.

Upon the accompanying tracing marked A, the western and southern boundaries of the *original* reservation are shown by the dotted red lines, as the same appear upon maps on file in the office of the United States surveyor for the district of Minnesota. These lines are continued to the neighborhood of the present sites of Minneapolis and St. Anthony, and embrace a large tract along the left bank of the Mississippi river, and on the south of the Minnesota river, the latter extending to west St. Paul. The maps in the surveyor's office also show that the reservation was reduced to a tract bounded on the north by Brown's creek; on the east by the Mississippi and Minnesota rivers; south by the Minnesota river; and west by a line running north from the Minnesota river to the foot of Duck lake, and thence by Duck lake, Mother's lake, Lake Amelia, and Rice lake, and their connecting streams to Brown's creek, together with a tract of 160 acres on the left bank of the Mississippi river near its junction with the Minnesota. The western boundary thus described is indicated on the tracing marked A. There is nothing on file in the surveyor's office to show by what authority this reduction was made, or the date at which it was made.

From the accompanying map marked B, it appears that a survey was made in October, 1853, by Lieutenant J. W. Abert, topographical engineers, of a reduced reservation, which appears to correspond with the one shown by the maps in the surveyor's office.

By General Orders No. 8, of March 4, 1867, from headquarters department of Dakota, the reservation was again reduced, "subject to the approval of the Secretary of War," to a tract of one square mile, as shown by the accompanying map, marked C. That order was not approved by the Secretary, but was, by his direction, subsequently suspended.

It is inferred that the reduced reservation, as shown by the map of Lieutenant Abert, (marked B,) and by the map on file in the office of the surveyor for the district of Minnesota, is the tract claimed by Mr. Steele to have been purchased by him, and that the boundaries indicated by these maps are the boundaries of the present military reservation.

It also appears from the surveyor's maps that all the land to the north and west of these boundaries has been surveyed by the government and

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laid off in sections and fractional sections, and that, on the north and east of the Mississippi river, and the south and east of the Minnesota, the same thing has been done up to the banks of the rivers, respectively, and that the portion of the reservation embraced between the two rivers and said northern and western boundary has not been so laid off.

Attention is invited to the accompanying report of Brevet Brigadier General E. B. Alexander, colonel 10th infantry, commanding district of Minnesota, and the memorandum of Lieutenant General Sherman, therewith enclosed. The map referred to in General Alexander's report is the one herein referred to, marked B.

The records and files at headquarters department of Dakota, and at Fort Snelling, have been carefully searched for the information called for in the letter of the Hon. J. A. Garfield, chairman of the Military Committee of the House of Representatives to the honorable Secretary of War, but no reports or records or other information relative to the reservation can be found, other than is contained herein and in the report of General Alexander.

I have the honor to be, general, very repectfully, your obedient servant,

ED. W. SMITH,

Brevet Lieut. Col., Capt. 24th Infantry, Aide-de-Camp.

Brevet Major General A. H. TERRY,
Commanding Department of Dakota.

HEADQUARTERS DISTRICT OF MINNESOTA,
DEPARTMENT OF DAKOTA,
Fort Snelling, Minnesota, March 23, 1868.

SIR: In obedience to instructions from your headquarters, I have the honor to transmit herewith a copy of the map of the reservation of Fort Snelling, which was shown to General Sherman at these headquarters, last summer. I also enclose, for the department commander's information, a copy of a memorandum as to the Fort Snelling reservation, made by General Sherman upon visiting Fort Snelling, July 29, 1867. With the exception of this memorandum there are no reports in regard to retaining the Fort Snelling reservation or any portion thereof, nor any papers on record relative to the sale of said reservation by the Secretary of War, either at these headquarters or at the post of Fort Snelling.

From the best information that I can obtain I think that the garrison of Snelling was withdrawn in the fall of 1857 or spring of 1858, and that the sale of the reserve took place about that time, and that the post was re-occupied by volunteers early in 1861, and has continued to be garrisoned by troops since that time.

General Seth Eastman, United States army, (retired,) can probably give information as to the sale of the reserve, as he was officially connected with the matter, and General Gorman, of Saint Paul, can give information as to the occupation of the post by volunteers in 1861. On the enclosed map the western boundary of the reduced reservation, as proposed by General Sherman, is indicated by a dotted red line, and I beg leave to remark that this reduced reservation is in my opinion the smallest suitable area (so far as relates to grazing stock kept at the depot of Fort Snelling) that should be retained.

It would be much better to retain the whole reserve, paying Steele back his $30,000 with interest, as suggested in the enclosed memorandum of General Sherman.

Sufficient land should, under any circumstances, be retained at the

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ends of the ferries across the Minnesota and Mississippi to secure to the military authorities the entire control of these ferries.

Very respectfully, your obedient servant,

E. B. ALEXANDER,
Brevet Brigadier General, Commanding.

ASSISTANT ADJUTANT GENERAL,
Headquarters Department of Dakota, Saint Paul, Minnesota.

MEMORANDA OF RESERVATION OF FORT SNELLING.

Map made by First Lieutenant James W. Abot, topographical engineers, October, 1853. About 6,000 acres sold to Frank Steele for $90,000; $30,000 paid and $60,000 reserved. Sale had better be cancelled, and money refunded with interest, and reserve held as now perpetually, or the reserve diminished as follows: Beginning in the middle of Mississippi, abreast of Fort Snelling; up mid-channel to mouth of Brown creek to a point 800 yards above the Minnehaha falls; thence due south, true meridian, to mid-channel of the Minnesota river, and thence down mid-channel to the cross channel above Pike's island, back to the point of beginning. Diminished reserve estimated at 3,000 acres. The 3,000 thus ceded would be worth the $30,000 paid, and interest; or allow him credit for $30,000 and interest, and have the parts thrown off, estimated by a board, and sold to Steele or at public auction, and applied to the debt.

[Endorsement.]

SAINT LOUIS, MISSOURI, *April* 23, 1868.

This memorandum was made by me when I supposed the Secretary of War would delegate to General Alexander the duty of compromising the sale without refunding the cash paid by Steele. I agree the reservation ought not to be reduced if we can possibly hold it all.

W. T. SHERMAN,
Lieutenant General Commanding.

ADJUTANT GENERAL'S OFFICE,
Washington, May 1, 1868.

True copies:

R. WILLIAMS,
Assistant Adjutant General.

RIVER ST. PETER, *August* 16, 1837.

To his Excellency MARTIN VAN BUREN,
President of the United States:

The undersigned citizens of the settlement near Fort Snelling beg leave to make known to you the interest they feel in the contemplated purchase of the Sioux lands in this vicinity. In 1804 a treaty was made by General Pike with the Sioux Indians, under which he purchased a certain portion of their country, extending from the falls of St. Anthony to the mouth of St. Peter's river, and the prevailing opinion has been, until very recently, that this treaty had received the sanction of government. It was under this impression that the undersigned settled upon the lands they now occupy as part of the public domain. They were permitted to make improvements and retain unmolested possession of

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them for many years by the commanding officer of the post and the other officers of the government employed here, who believed the land belonged to the United States, and that the settlers were only exercising the privileges extended to them by the benign and salutary laws which have peopled the western country with a hardy, industrious, and enterprising class of citizens.

The undersigned will further state that they have erected houses and cultivated fields at their present places of residence, and several of them have large families of children who have known no other homes. All the labor of years is invested in their present habitations, and they therefore appeal to the President and Senate of the United States for protection. If a treaty should be made at Washington, as we have heard suggested, and the lands we now occupy be purchased from the Sioux for a "military reservation," we ask that a reasonable and just allowance be made us in the treaty for our improvements. We have no other homes, but will interpose no objection to the purchase of them if the public interests require it. All we ask is justice at the hands of the government, and of the Sioux Indians, who gave their sanction to our present occupancy, and have always found a friendly resting-place at our firesides.

We very respectfully submit this humble memorial to your excellency by our friend, Colonel Samuel C. Stambaugh, who is hereby duly authorized and empowered to act for us at any negotiation between the government of the United States and the Sioux nation. Knowing him, from sufficient reasons, to be anxious to preserve a proper feeling between the government, the Indians, and their relatives and friends, we most unhesitatingly invest him with full and entire power to act for us and in our names in all things as if we were personally present, pledging ourselves to rest satisfied with what he may do in our behalf. We also beg leave to refer your excellency to Governor Dodge for the truth and justice of our statements and our claims, and likewise to Major Taliaferro, agent of Indian affairs, who is acquainted with all the facts connected with our settlement upon the lands we now occupy.

All of which we respectfully submit.

DUNCAN GRAHAM.

his
LOUIS × MASSEY.
mark.

his
JACOB × FALSTROM.
mark.

his
ABRAHAM × PERRY.
mark.

his
OLIVER × CRATTE.
mark.

his
PETER × QUINN.
mark.

his
JOSEPH × BISSON.
mark.

his
ANTOINE × PAPPAN.
mark.

his
JOSEPH × REASCH.
mark.

his
LEWIS × DERGULEE.
mark.

Signed in presence of—
A. H. DAPPRU,
A. ROBERTSON,
G. N. REED,
D. GRAHAM,

Witnesses to signatures of all the inhabitants having improvements on military reserve not Indian traders.

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Memorandum.

SEPTEMBER, 1837.

The persons who sign the above memorial reside in the St. Peter's settlement, about half a mile from the fort. They are the only individuals having houses and improvements on the west side of the Mississippi river, with the exception of Mr. Baker, whose principal trading establishment is in this settlement. No others can be affected by a purchase of land necessary for a military reserve.

S. B. STAMBAUGH.

FORT SNELLING, *October* 19, 1837.

SIR: Enclosed with this you will find the map which you directed me to prepare. It includes all the habitations between the canal below Pike's island and Brown's Falls creek, with the principal features of the ground topographically displayed.

The white inhabitants in the vicinity of the fort, as near as I could ascertain, are: 82 in Baker's settlement, around old Camp Coldwater, and at Massey's landing. On the opposite side, 25 at the fur company's establishment, including Terrebault's and Le Clerc's, 50. Making a total of 157 souls in no way connected with the military.

This population possess and keep on the public lands, in the immediate neighborhood, nearly 200 horses and cattle. I am inclined to believe that this estimate will fall short of the actual number.

Your obedient servant,

E. K. SMITH,
First Lieutenant 5th Infantry.

Major J. PLYMPTON, *Commanding.*

HEADQUARTERS, FORT SNELLING,
Upper Mississippi, October 19, 1867.

SIR: On the 11th ultimo I had the honor of addressing you upon the subject touching the individual settlements made and being made on land which I have supposed, since the summer of 1819, to be recognized by the government to be held for military purposes alone; but, on my arrival here last August, I found much of this ground occupied by individuals not connected with the military department, which you will find indicated on the enclosed map, which I directed Lieutenant Smith to make from an actual survey, and which, from its topographical correctness and neatness, entitles him to much credit.

I instructed Lieutenant Smith, while surveying, to ascertain as nearly as possible the population and the number of cattle belonging thereto; and, as the most ready mode of conveying this intelligence to the department, I herewith enclose his accompanying letter.

Many of the buildings marked on the map are built of stone and lime, intended, evidently, for permanent residences and business.

The means I have used since my arrival here to inform myself by what authority these settlements have been made having failed, induced me to adopt the course I have taken as one called for in my official capacity.

Baker's settlement, at Camp Coldwater, is upon ground formerly cul-

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tivated by the military, and I suppose it may be superfluous for me to remark here, for the information of the department, that the sparseness of timber within the space supposed to be embraced in Pike's treaty does now cause much labor and inconvenience to the garrison to obtain the necessary fuel, and should this point be required for the next 20 years for military purposes the difficulty will be great, and very much increased, by these settlements in obtaining the article of fuel, independent of the trouble to the government and its officers growing out of individual claims.

I should have directed a more extended topographical survey to have been made at this time of the country which I supposed belonged to this post, but from the supposition that the government was already minutely informed upon this point, although I have not been successful in obtaining information of this fact from any record or document in the office of this post; hence I respectfully ask and wait to be advised on the subject.

I have the honor to be, very respectfully, sir, your obedient servant,

J. PLYMPTON,
Major U. S. Army, Commanding Post.

Brigadier General R. JONES,
Adjutant General U. S. Army, Washington. D. C.

ADJUTANT GENERAL'S OFFICE,
Washington, November 17, 1837.

SIR: The general in chief has directed me to acknowledge the receipt of the map of Fort Snelling and its vicinity, prepared under your directions by Lieutenant E. K. Smith, and at the same time to express to you the pleasure and satisfaction it affords him to receive information of that nature.

The general agrees with you in commending Lieutenant Smith for the able manner in which that duty has been performed, and hopes that you will extend your examinations, in order that all important information as to the topography and military resources of the country, and your neighborhood, may be given to the War Department.

The map which you have sent, together with your communication, will be laid before the Secretary of War, that the necessary measures may be taken in relation to those persons residing in the military reserve.

I am, sir, very respectfully, your obedient servant,

J. N. MACOMB,
Assistant Adjutant General.

NOTE.—If there be no reservation already made for military purposes at your post, please to mark over what in your opinion will be necessary to be reserved.

A. MACOMB, *Major General.*

[Endorsement.]

Copy for the Secretary of War.

R. JONES, *Adjutant General.*

JUNE 3, 1842.

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[Order No. 65.]

HEADQUARTERS FORT SNELLING, *July* 26, 1838.

I. The undersigned having, in obedience to instructions received from the War Department, marked out a reservation for military purposes at this post, hereby forewarns all persons not attached to the military from erecting any building or buildings, fence or fences, or cutting timber for any but for public use, within said line, which has been surveyed and forwarded to the War Department subject to the final decision thereof.

II. The undersigned also forewarns and forbids all persons, whether in public or private stations, against the erection or doing anything as contained in the first paragraph of this order, for private or individual interest, directly or indirectly, within the said military reserved lines, unless special permission to do so be given by the War Department.

III. It is hereby published for all concerned, that the military commander is in the immediate command of the section of country thus marked out for military purposes at this post, so far, particularly, as relates to individuals further incumbering the ground with buildings or fences, or destroying the timber thereon.

J. PLYMPTON,
Major United States Army, Commanding Post.

HEADQUARTERS FORT SNELLING, *July* 30, 1838.

SIR: I take the liberty to enclose to you herewith a copy of an order which I deemed necessary to publish to protect the land which has been marked out as a military reservation at this post against encroachments, which were every day forcing themselves upon my notice.

Without interfering with the property of any individual, I shall strictly enforce my order till the pleasure of the department shall be known upon the subject, presuming that my duty to the public and the spirit of my instructions call for such a course.

My order must, as matter of right, more particularly allude to persons urging themselves within the line at this time, than to those who I found on my arrival here last summer settled down near the fort. The authority for these settlements being made, I have to presume, is to be found or is known at the department, although I have not been successful in finding any record of it in the office of this post.

The character and extent of these settlements and improvements was given in my communication of the 19th October, 1837.

I have the honor to be, very respectfully, sir, your obedient servant.

J. PLYMPTON,
Major United States Army, Commanding Post.

ADJUTANT GENERAL U. S. ARMY, *Washington, D. C.*

[Endorsement.]

HEADQUARTERS FORT SNELLING, *July* 30, 1868.
J. PLYMPTON,
Major United States Army, Commanding Post.

Respectfully submitted for the consideration of the Secretary of War.

R. JONES, *Adjutant General.*

AUGUST 29.

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APRIL 16, 1841.

SIR: I have considered the letter addressed to you by Inspector General Croghan under date of 14th instant, recommending a purchase by the United States of a stone house erected by the late Mr. Baker, within the military reservation at Fort Snelling, that it be then turned over to the Indian department as the agency house, or if no change should be judged advisable by the department, that it be then given to the council of administration of the post to be rented by the council as a hotel, and have the honor, in compliance with your endorsement thereon, to report that unless purchased for the Indian department I would not advise the purchase. The building appears to have been a costly one, valued at $6,000, and if rented by the council for the purpose indicated, it would increase in time, most probably give rise to as many complaints of interfering with the police of the garrison as if permitted to be rented by Baker's representatives. It appears that Major Plympton was instructed by the War Department on the 17th October last, that the representations of December 7, that he did not think the building could be of any possible use to the post, but, on the contrary, that the post would be improved by clearing the ground of these buildings and making indemnity therefor.

It appears by this letter of Colonel Croghan to you of 30th ultimo, by K. Mackenzie's petition as trustee of Baker, and by the correspondence generally on this subject, that Mr. Baker being a licensed Indian trader, and held in estimation by the commanding officers of the post, was tacitly encouraged to build, and it is said that he did so under the belief that when the lands might be brought into market he would receive the benefits of an occupying claimant, and that this was before the first lines were seen by Major Plympton in October, 1837, of the land ceded by the Sioux in 1805.

These facts are alluded to here in order that a full view of the case may be before you, though it is believed that Mr. Baker's representatives can have no legal claim either to the occupancy of this house or to be compensated for it should it be taken down.

Your obedient servant,

———— ————.

The SECRETARY OF WAR.

Baker should be permitted to remove and appropriate the materials to themselves, or, if the house could be made useful to the government, to report the terms upon which it could be purchased, in order that, if thought advisable, an appropriation might be asked for the purchase, to which he replied in the————

This letter was altered considerably in writing it out fair.]

STILLWATER, ST. CROIX COUNTY, *December* 30, 1847.

SIR: The extension of the military reservation of Fort Snelling over so large a tract of country east of the Mississippi has long been a source of serious annoyance to the business operations of the country, and is now more seriously felt owing to the great increase of business on the Mississippi above the Falls of St. Anthony. My business the present season requires several tons of supplies for lumbering operations. The erection of mills by a wealthy eastern company, at the Falls of St. An-

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thony, will tend to increase the lumbering operations near fifty fold and as a necessary consequence will increase in a proportionate ratio the amount of supplies necessary for its prosecution; therefore the additiona distance which said supplies must be transported by land from what might otherwise be necessary, must fall heavily on all concerned in that business. In addition to the supplies for the prosecution of the lumber ing business, the supplies for the Indian trade are very considerable, to which may be added the government supplies for the Indians that may be located west of the Mississippi above the falls, all of which, under existing circumstances, must be landed at St. Paul's, some eight miles below the head of navigation. To obviate in a degree the burdens which are thus imposed upon us, I would be much obliged to you if you could obtain from the War Department a permission to erect at the cave three miles below Fort Snelling, a warehouse and the other necessary buildings for storing the supplies for the upper Mississippi. If the department requires it I will enter into bonds not to traffic in any man ner whatever in liquor, and I will store all government property intended for the Indians on the upper Mississippi, free of expense to the depart ment.

I have designated the cave as the point where I should like to estab lish, because it is the most convenient landing *below* the fort. If per mission could be obtained to establish one mile above the fort, it would reduce the land transportation one and one-half miles more. An estab lishment at the cave, however, will shorten the land transportation ove three miles, compared with the St. Paul's landing, besides obviating the expense of getting supplies up a steep and high hill.

If you will confer an obligation by making an early application to the department so that I can enter into the necessary arrangements fo erecting the buildings necessary early in the spring, I shall be much obliged to you.

Respectfully, your obedient servant,

JOSEPH R. BROWN.

Hon. JNO. H. TWEEDY.

HOUSE OF REPRESENTATIVES,
February 15, 1848.

SIR: I have the honor to enclose to you a letter of Joseph R. Brown of Wisconsin, residing at or near St. Paul's, on the Mississippi, asking permission of the War Department to erect a warehouse on the militar reservation at Fort Snelling, at one of two points designated in the letter

Mr. Brown is a highly respectable merchant, old Indian trader, some years since a member of the Wisconsin legislature. I believe his state ment may be relied upon as correct. I have heard from several other intelligent gentlemen, some of whom reside in, and others have travelled over the upper Mississippi country, the opinion repeatedly and strongly expressed, that the large extent of the military reservation at Fort Snel ling was unnecessary to the government and garrison, and making great inconvenience and injury to the business and settlement of the country occupying as the reserve the best and most convenient ground for landing and town site, at the head of navigation.

Please give to this request your most favorable consideration.

I am your obedient servant,

J. H. TWEEDY, *of Wisconsin.*

Hon. WM. L. MARCY, *Secretary of War.*

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[Endorsement.]

The Quartermaster General will please prepare a list of the military reserves which he recommends to be relinquished.

W. L. MARCY,
Secretary of War.

WAR DEPARTMENT, *February* 28, 18—.

I recommend that the whole territory of the Mississippi be surrendered to the Land Department for sale. It is of infinitely more importance that we have numerous and industrious settlers on the frontiers than tracts of uncultivated land as military reserves.

If the land be not turned over for sale, I would not advise that any one be allowed to establish a warehouse on the reserve. Such a permission would be the cause of constant difficulty between the military and the citizens.

T. S. JESUP.

February 19, 1848.

NEW YORK, *February* 21, 1848.

DEAR SIR: I beg leave to address you to solicit permission for Mr. Samuel J. Findley, of St. Peters, Iowa Territory, to keep the ferry across the Mississippi river at Fort Snelling; also, to erect building for a dwelling and store on the east side of the river, immediately opposite the garrison, on the military reserve. The commanding officer is willing to grant a permit to keep the ferry, but says he has no power to grant permission to build on the reserve. He refers to the Secretary of War as the only person that can grant it. It is very important that a ferry should be kept up; that point is the only acceptable way to get to the fort. I have received two or three letters from different parties recommending Mr. Findley as a very worthy, deserving man. He has been a clerk in the employment of the American Fur Company, and Mr. Steel, the sutler at the fort, for eleven years past. With the ferry alone he cannot support his family, but if he can have permission to erect suitable buildings to trade, he can get along. I feel considerable solicitude in this matter, as I am interested in that part of the country trading, and hope my request may be granted. Enclosed is a form of the permit which if you will have the kindness to sign and send to me; also, please forward a copy to the commanding officer at Fort Snelling, and most oblige

Yours, respectfully,

WM. H. RANDALL.

Hon. WM. L. MARCY,
Secretary of War.

[Endorsement.]

Respectfully returned to the Secretary of War. I do not consider the reserve on the eastern side of the Mississippi necessary for military purposes. The policy would be far better to sell the land and thus invite settlers to that point.

T. S. JESUP,
Quartermaster General.

Samuel John Findley, of St. Peters, has permission to keep the ferry; also to carry on merchandising, to build house or houses suitable on the

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east side of the Mississippi river, immediately opposite the garrison, and on the military reserve; to continue so to do as long as he keeps in conformity with the rules and regulations of said garrison, and to continue while there is a reserve on that east side of the Mississippi river, and all in all if the commanding officer at that post has no objection.

[Endorsement.]

If the land referred to on the within is the land on which the mill was situated on Yellow river, (I know of no other,) opposite Fort Crawford, I can see of no use it is to the garrison except for the fuel that may be upon it. In contracting for fuel at this post it has been customary, I think, to allow the contractor to cut it upon the public land, which has made quite a difference in the price, as there is no wood of consequence in the immediate vicinity of the fort on the Wisconsin side. Wood in that prairie country is the heaviest item of expense in the quartermasters' department, and every year increases it. I should think it bad policy to sell this land until the post of Fort Crawford is abandoned, which as a military position I should think would not be retained much longer.

Respectfully,

P. W. PLUMMER,
Captain United States Army.

I concur with Captain Plummer so far as to recommend that the post of Fort Crawford be abandoned, and that the land be sold. Settlers are more valuable to the public on the frontiers than military sites.

T. S. JESUP,
Quartermaster General.

FEBRUARY 16, 1848.

Whereas the advantages of steamboat landings are of vast importance to an agricultural district, and particularly necessary to the citizens of this Territory residing near the head of the navigation of the Mississippi river; and whereas the military reservation of Fort Snelling in Iowa territory has been so surveyed as to embrace the only convenient steamboat landing east of the Mississippi for 15 miles below the head of navigation, and also includes a valuable agricultural district, much of which is under a good state of cultivation and occupied by an industrious and enterprising people, some of whom have made valuable improvements; and whereas it appears efforts are being made by the military of said fort to procure a section of the reserve as lately surveyed for speculative purposes, and without any regard to the good of the military service: Now be it

Resolved by council and house of representatives of the Territory of Wisconsin, That our delegate in Congress be requested to protest against the extension of the military reserve of Fort Snelling to the Wisconsin side of the Mississippi.

Resolved, That the governor be requested to forward one copy of the foregoing preamble and resolutions to the Secretary of War, and one copy to our delegate in Congress.

EDWARD V. WHITON,
Speaker of the House of Representatives.
JAMES COLLINS,
President of the Council.

Approved December 16, 1839.

HENRY DODGE.

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TERRITORY OF WISCONSIN, EXECUTIVE DEPARTMENT,
Madison, December 17, 1839.

SIR: In accordance with a resolution of the legislative assembly, I have the honor to transmit the enclosed copy of a preamble and resolution approved yesterday.

Very respectfully, your obedient servant,

HENRY DODGE.

Hon. JOEL R. POINSETT,
Secretary of War.

[Memorandum.]

November 17, 1837.—Major Plympton was ordered by department to work out the outlines of such a tract as he considered necessary for military purposes at Fort Snelling.

March 26, 1838.—Major P. transmitted a map of such tract, embracing a considerable quantity of land on the east side of the Mississippi river.

July 28, 1838.—Major P. issued a notice that military jurisdiction had been assumed over the tract marked out, and forewarning all persons against erecting any building or fence, or cutting timber, or doing anything else for private or individual interest.

July 29, 1839.—Commissioner of General Land Office informed War Department that instructions had been given to surveyor general to reserve the tract from sale. At this time the land had not been included in the public surveys, they not being extended so far north. The land on the west side of the river still belongs to the Sioux Indians; that on the east was acquired by the treaty with that tribe, which was ratified June 15, 1838, from which date it was binding.

October 9, 1839.—The order was issued directing the marshal of Wisconsin to eject the intruders from the tract reserved on the east side of the Mississippi. (See copy of order herewith.)

This order was given in consequence of letters from Major Plympton, commanding the post of Fort Snelling, Inspector General Wool and Surgeon Emerson, representing that persons were settling on the reservation in defiance of the representations and efforts of the commanding officers, and establishing whiskey shops on the east side of the river, and contaminating both the soldiery and the Indians, and urging the necessity of keeping the land clear of all such intruders.

In regard to the destruction of the buildings, the only information is contained in the report of the marshal of June 6, 1840, herewith.

FORT SNELLING, *April* 23, 1839.

SIR: As a friend to the soldier and temperance in the army, I am induced to make to you, as head of the department to which I have the honor of belonging, a statement of our situation at this post. Since the middle of winter we have been completely inundated with ardent spirits, and consequently the most beastly scenes of intoxication among the soldiers of this garrison and the Indians in its vicinity, which no doubt will add many cases to our sick-list. The whiskey is brought here by citizens who are pouring in upon us and settling themselves on the opposite shore of the Mississippi river, in defiance of our worthy commanding officer, Major J. Plympton, whose authority they set at naught. At this

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moment there is a citizen named Brown, once a soldier in the 5th infantry, who was discharged at this post while Colonel Snelling commanded, and who has been since employed by the American Fur Company, actually building on the land marked out by the commanding officer as the reserve, and within gunshot distance of the fort, a very extensive whiskey shop. They are encouraged in their nefarious deeds in consequence of letters received by them, as they say, from St. Louis and Washington, mentioning that no reserve would be acknowledged by the proper authority. If such is the fact, (which I doubt very much,) I can only say that the happiness of the officers and soldiers is at an end at Fort Snelling. In my humble opinion the immediate action of the government is called for, to give us relief in pointing out the military reserve, which ought not to be less than 20 miles square, or to the mouth of the St. Croix river, especially as the Indians are allowed by treaty to hunt on it. I am certain if the honorable Secretary of War knew our situation, not a moment's time would be lost in turning the wretches off of the reserve, who live by robbing the men of the garrison of health, comfort, and every cent they possess. Pardon me, sir, if I err in writing so, but I feel grieved to witness such scenes of drunkenness and dissipation where I have spent many days of happiness, when we had no ardent spirits among us, and consequently sobriety and good conduct among the command. May I presume to ask you to use your influence with the proper authority to mark out the reserve, and rid us of those harpies or whiskey sellers who destroy the health of the soldiers, and consequently their usefulness to their government and country.

With great respect, I have the honor to remain your obedient servant,

J. EMERSON,
Surgeon United States Army.

THOMAS LAWSON,
Surgeon General United States Army.

The immediate action of the government is called for in this matter.

E.

MAY 25, 1839.

Respectfully referred to the honorable Secretary of War.

B. KING,
Acting Surgeon General.

[Unofficial.]

WASHINGTON, *February* 11, 1839.

DEAR SIR: As you have now under consideration a proposition for a military reservation at Fort Snelling, I again very respectfully submit the memorial of the inhabitants residing within the limits of the reserve, which I had the honor of laying before you prior to the Sioux treaty of September, 1837, but was not then acted upon.

The memorial speaks for itself, and I would not act as the representative of the memorialists if I were not convinced that their claims are founded on justice, and their improvements secured to them by a custom which has grown into common law in all cases of this character. Independent of the legal right, however, I believe that humanity and good policy will secure to them a reasonable allowance for the improvements and privileges they are willing to abandon. The memorial is signed by all the settlers on the west side of the Mississippi with the exception of

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Benjamin F. Baker, who has also authorized me to make known the terms to you upon which he will dispose of his improvements should the public interests require his removal from the reservation. He is largely engaged in the Indian trade, and has erected commodious dwelling and storehouses which may be valuable to the Indian department for agency buildings.

There are three or four settlements on the east side of the Mississippi river, but as it was not supposed that an attempt would be made to extend the reservation across the river, the settlers did not join in their memorial. Nor was it thought by any one that the line would cross the St. Peter's. There is land enough on the west side of (or between) these rivers, in the Indian country, to make a reservation of any extent, which will not be bounded by western settlers for a long time.

You will perceive by an examination of the survey and plat before you that the line as run is both awkward and unnatural. It commences some distance above the Falls of St. Anthony on the west side of the Mississippi, but instead of crossing immediately and traversing the country to strike the angle of the river below the fort, it runs along the west side about three miles below the falls, where it crosses the river, and thence strikes across the country to Carver's Cave, which is three miles below Fort Snelling by the course of the river.

The land, embracing the Falls of St. Anthony, on the east side of the river, has, since its purchase by the United States, been improved by settlements so as to secure a pre-emption, and it is now held in possession by Doctor Wright, Franklin Steele, and myself, (one half section,) and one section by Major Plympton, Captain Scott, and Doctor Emerson. These settlements include the best positions immediately above the reservation as surveyed. If the military reservation is made to include Carver's Cave, below Fort Snelling, it will embrace all the steamboat landings on the Mississippi river along a distance of twenty miles below the falls, as the country is broken and swampy nine miles below the cave, and hence no steamboat landing can be procured by settlers within a distance of twelve miles below Fort Snelling, and the rapids produced by the falls will prevent boats ascending above the reservation line. The property, therefore, in which I with others claim to have an interest, would be greatly enhanced in value by a military reserve, which would place our claim most contiguous to the fort. But I believe the military service cannot be benefited by such a measure, and the adoption of it would produce universal dissatisfaction when the country comes into market, and would now be a great mortification and inconvenience to visitors, who will crowd the Falls of St. Anthony during the summer months if houses for their accommodation can be erected in the vicinity of Fort Snelling. The bluffs of the river immediately opposite the fort are very high and difficult of ascent, and the current of the river strong and deep. They are exposed to the eye of the sentinel for more than a mile up and down the river, so that no soldier can cross and enter a house on the opposite side without detection. Whereas, if settlers are forced back into the interior, out of sight and beyond immediate investigation, they will be of an inferior class, and can, if so disposed, bring whiskey in kegs into the forest, within a short distance of the fort, with but little risk.

Another reason is assigned for extending the military reserve to the east side of the river; that is, to secure a sufficient quantity of wood for the use of the garrison. I do not know how the department may hereafter determine to furnish the frontier posts with fuel; but without presuming to prescribe a mode, I with due respect venture to give as my opinion that the present mode is objectionable in a variety of respects.

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Your enlisted men on the northern frontier are now little more than *laborers*. Nearly half their time is occupied in providing fuel and hay. Thus, I believe, they lose the pride of a soldier, and become discontented and inefficient. Besides, if it is necessary to keep up a large military force on our frontier to preserve peace, they should always be in camp ready to do their duty, and I believe true economy would be advanced by this course, as difficulties are sometimes produced by sending frequent fatigue parties into the Indian country. But if the troops are still required to procure fuel, there will be no difficulty for a great many years to come in getting it on Indian or unoccupied public land on the Mississippi and St. Peter's rivers.

The same objections exist to the extension of the reserve beyond the St. Peter's river. In a year or two, in all probability, the Indian title will be extinguished on that side of the river, so as to secure both sides of the Mississippi, and the citizens of Iowa territory will extend their settlements to the rich valley of the St. Peter's. If, therefore, the line is established as surveyed, it will take in all the boat landings near the junction of the St. Peter's and Mississippi, and the people of Iowa can have no town or depot within from 10 to 15 miles distance, centred by this important point.

I have taken the liberty of submitting to you these undigested remarks because I know that the extension of the military reserve for Fort Snelling beyond the Mississippi and St. Peter's will give great dissatisfaction to the people who go to purchase land and settle in that country. I have heard but one opinion expressed concerning it from all who have visited that place since I have been there. The United States Commissioners, Judge Pease and General Ewing, who were there last summer after the survey was made, expressed the same opinions here given. If a military force must be kept up at a heavy expense to preserve peace between the Indians and our own citizen settlers, the latter should not be thrown out of sight and out of hearing of that protection, but, as is usual, the first settlers should be permitted to locate as near that protection as possible. As the line has been run by the survey now before you, with the Mississippi and a forest of several miles intervening, an Indian force can intercept all communication with the fort, and the inhabitants may be massacred before the military can be apprised of the attack. Whereas, if the settlements would border on the river they could furnish a shelter for those in the interior, and be covered by a six-pounder from the fort. A friendly intercourse and feeling would thus also be kept up between the military and civil power, which is a matter of the highest importance in times of Indian troubles.

Any other matters concerning this reservation that may have been omitted I will explain if called upon to do so.

I have the honor to be, very respectfully, your friend and obedient servant,

S. C. STAMBAUGH.

Hon. JOEL R. POINSETT, *Secretary of War.*

HEADQUARTERS, ST. LOUIS, MISSOURI,
June 28, 1839.

SIR: I avail myself of the first moment to report my visit and inspection of the garrison of Fort Snelling on the 2d instant. The known industry and vigilance of Major Plympton is a guarantee that his troops and post were in as good order as the means in his power would permit.

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My object, however, at this time is to call your attention particularly to his peculiar situation in regard to the Indians and white inhabitants who are permitted to occupy the country surrounding his post. The views of Major Plympton on this subject have been on several occasions presented to the War Department, and at length in his communication of the 11th March last, and which, from my own observation, I am confident are correct, and if not attended to in due season his predictions in relation to the Indians and whites will be verified.

The white inhabitants, aware of the large amount of money annually paid by the United States to the Indians residing in that region of country, avail themselves of the means in their power, confident of the protection of the government, of introducing at all points, and within half a mile of Fort Snelling, intoxicating liquors, which is no less destructive to the discipline of the troops than hazardous of the peace and quiet of the country. Such is the character of the white inhabitants of that country, that if they cannot be permitted to carry on their nefarious traffic with the Indians, it will sooner or later involve them in a war with the United States. If the government would avoid such a result, it should immediately adopt measures to drive off the public lands all white intruders within 20 miles of Fort Snelling, and prohibit intoxicating liquors from being introduced into the Indian country or on lands not sold by the United States.

Again, it is well known that the Sioux and Chippewas have been at war from time immemorial, and no prospect of its termination or of peace being established between the two tribes. The introduction of whiskey, which is as common almost as water, by no means tends to lessen their national hatred; on the contrary, it prompts collisions and war, and consequently a source of constant and increasing anxiety to the commanding officer, which no vigilance can guard against. The sacrifice of blood and treasure in the late war in Florida ought at least to admonish us that we ought to be on our guard, and by timely measures prevent similar results.

On my return from Fort Snelling I inspected Fort Crawford, commanded by Brigadier General Brooke. It affords me great pleasure to be enabled to say that I found his garrison and post in all respects in high order. I can truly say I have inspected no post in my recent tour that will compare with it, either for arrangement, discipline, or police.

In addition to the above I would call your attention to the necessity of enlarging the barracks of Fort Snelling. I found Major Plympton repairing the quarters, which are contracted and only intended for the accommodation of companies 56 strong. The increased size of the infantry companies renders their enlargement indispensable, and which I recommended to have commenced immediately. The estimated expense, agreeably to paragraph 16 of the inspector's department, I have this day forwarded to the quartermasters' department.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. WOOL,
Brigadier General United States Army.

Major General A. McCOMB,
General-in-chief United States Army.

GENERAL LAND OFFICE, *June* 3, 1842.

SIR: I have the honor to acknowledge the receipt of your communication of the 30th ultimo, on the subject of the military reservation at Fort Snelling, on the upper Mississippi, and the eviction of the settlers there-

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from by the military, requesting information for the committee as to the extent of the reservation, and the time or times at which, and the authority under which, the same was made; also, whether at the time of the passage of the pre-emption law of 1838 the lands in question were subject to be settled upon by virtue of its provisions?

In reply, I herewith transmit copies of the following papers, which will afford all the information in this office as to the extent of the reservation, the time of making it, and the authority under which it was made.

1. Letter from the Secretary of the Treasury to this office, bearing date the 15th July, 1839, ordering the reservation to be made.

2. Letter from the Secretary of War to the Secretary of the Treasury, bearing date the 13th July, 1839, and its enclosures, a letter with a map, from Major Plympton, dated 26th March, 1838, recommending the reservation.

3. Commissioner's letter to the Secretary of War, bearing date the 29th July, 1839, informing him of the action taken by this office.

4. Commissioner's letter to the Secretary of the Treasury, of the 8th October, 1839, in reply to the request of the acting Secretary of War, relative to intruders.

In reply to your question concerning the right of individuals to settle the above lands, I have to state, that the fort being situated on the west side of the Mississippi river, on lands to which the Indian title was not extinguished, no rights of pre-emption attached thereto, and no formal reservation was made thereof, other than what would be authorized by the President's general order of the 22d March, 1838, (a copy of which is also herewith enclosed, marked No.5.)

The lands east of the Mississippi were not liable to settlement under the act of the 22d June, 1838. That act required settlement for four months previous to the 22d June, 1838, on public land, and specially provided that "the act should not be so construed as to give a right of pre-emption to any person or persons in consequence of any settlement or improvement made before the extinguishment of the Indian title to the land on which such settlement or improvement was made."

The Indian title to the lands east of the Mississippi river was not extinguished until the 15th of June, 1838, just one week prior to the passage of the act of 22d June, 1838, and therefore the lands acquired by that treaty are excluded from the operation of that act.

I deem it proper to mention that this office had no action in the eviction of the settlers from the reservation, that being a matter under the control of the War Department.

I am, sir, very respectfully, your obedient servant,

JOHN M. MOORE,
Acting Commissioner.

Hon. JACOB M. HOWARD,
Committee on Public Lands, House of Representatives.

P. S.—A copy of this communication has this day been transmitted to the honorable Secretary of War.

GENERAL LAND OFFICE, *June* 3, 1842.

SIR: For the information of the department, I have the honor to transmit herewith a copy of my communication of this date to the Hon. J. M. Howard, of the Committee on Public Lands in the House of Representa-

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tives, in reply to his inquiries concerning the military reservation at Fort Snelling on the upper Mississippi, and the rights of individual settlers thereon.

I am, sir, very respectfully, your obedient servant,

JOHN M. MOORE,
Acting Commissioner.

Hon. J. C. SPENCER,
Secretary of War.

LANDS AT FORT SNELLING.

The first paper in point of date which I find is a memorial of Graham and others, all the settlers not Indian traders, 16th August, 1837, addressed to the President of the United States. The next is a letter from Major Plympton, commanding, addressed to Adjutant General Jones, and dated 19th October, 1837; alludes to a letter of 11th ultimo, touching settlements on land which, since the summer of 1819, he had supposed held for military purposes alone. I enclose a map made by Lieutenant Smith; by his order many of the buildings marked on the map are stone and lime. Baker's settlement, at Cold Water, is on land formerly cultivated by the military. Great difficulty from those settlements in obtaining fuel within the space supposed to be embraced in Pike's treaty; asks advice. I enclose also letter from Lieutenant Smith, which says that there are 82 white inhabitants in Baker's settlement, 25 at Massey's landing, and 50 at Faribaults.

The next is a letter from same to same, dated March 26, 1838, enclosing a map of the reservation, which he had prepared by Lieutenant E. K. Smith. This map embraces but part of the lands east of the Mississippi, afterwards recommended to be retained.

The next is a letter from same to same, 30th July, 1838, enclosing copy of notice, which he has published, forbidding further settlements.

The next is a communication from Colonel Stambaugh to the Secretary of War, dated February 11, 1839, referring to the memorial addressed to the President on the 16th August, 1837, (first above mentioned,) and in which he, Stambaugh, urges many things in its favor.

The next is a long letter from Major Plympton, dated March 11, 1839, to Adjutant General Jones, giving a history of the settlement; detailing the evils resulting therefrom; refers to the survey sent in his letter of 25th March, 1838; recommends an extension of the limits marked on the map then sent, &c.

The next is a report from Inspector General Wool to General McComb, 28th June, 1839, corroborating the views expressed by Major Plympton in his letter of 11th March, and urging many additional reasons.

The next, a letter dated April 23, 1839, from Assistant Surgeon Emerson to Surgeon General, speaking of scenes of drunkenness from proximity of whiskey settlers. Hopes the military reserve may be marked off and intruders expelled. Thinks that not less than 20 miles square is wanted, and that it ought to extend down to the mouth of the St. Croix.

Copy of letter from Secretary of War to Secretary of Treasury, 13th July, 1839, transmitting Major Plympton's letter of 26th March, 1838, and the map, and requesting that that part *east* of the Mississippi marked by double red lines be reserved from sale. (This recommendation does not embrace one-fourth of the distance to the St. Croix.)

Letter from Commissioner of General Land Office to the Secretary of War, 29th July, 1839, saying that he has given the instructions requested.

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(On the envelope of these papers is a note made in War Office, "see letters to Major Plympton and Marshall of Wisconsin, 21st October, 1839.")

Letter from Major Plympton to Adjutant General, 27th November, 1839, transmitting a further map by Lieutenant Thompson. (This map embraces more territory, both east and west of the Mississippi, than the former maps.)

Further letter from same to same, December 4, 1839; refers to the map sent the 27th ultimo, and which he finds is in accordance with requirement of section 7; says Mr. Baker's buildings at Cold Water are of considerable value, all others at that point are log cabins; suggests that all power be taken from commanding officers to allow citizens to reside; suggests that Indian agency be removed outside the reservation, unless it be thought better to remunerate the Fur Company for their buildings and establish the agency there.

Letter from Governor Dodge, of Wisconsin, to Secretary of War, 17th December, 1839, transmitting resolutions of legislative assembly protesting against the reserve of Fort Snelling being extended to the Wisconsin side of the Mississippi.

Letter from Hon. J. D. Doty to Secretary of War, 12th January, 1840; refers to above and argues against the extension of the reserve into Wisconsin.

Letters from the Marshal of Wisconsin (E. James) to Secretary of War, 18th February, 1840, acknowledging instructions of 21st October, 1839, to remove intruders. Has not yet received the request of commanding officer, but will attend to the duty whenever required.

Letter from Hon. Isaac Parrish to Secretary of War, 21st January, 1841, asking by what title government claims ground on which Fort Snelling stands, and wherein it differs from Faribault's claim.

Copy of reply of Secretary, 22d January, 1841. Title from treaty with the Sioux Indians, 23d September, 1815. Mr. Faribault's claim is based upon convention held with Sioux by General Leavenworth, August 9, 1820, which was not ratified. Report to a report by him on Faribault's claim, 4th January, 1840. Document No. 82, House of Representatives, first session twenty-sixth Congress.

Letter from Inspector General Croghan to Secretary of War, 14th April, 1841, describing the late Mr. Baker's house at Fort Snelling; advises the purchase of it for the Indian agency, but if no change should be deemed advisable by the Indian department, then to pass into the hands of the council of administration to be rented as a hotel, and thereby relieve the officers of the garrison from the heavy expenses they have to incur from visitors.

This letter referred to this and the Indian department for a report thereon.

WAR DEPARTMENT, *July* 13, 1839.

SIR: I have the honor to request that the Commissioner of the General Land Office may receive your instructions to withhold the sale of so much of the government land, lying on the east side of the Mississippi river in the vicinity of Fort Snelling, as is included within the double red lines marked on the accompanying map, the same being required for military purposes at that post.

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I also transmit herewith for your perusal the letter of Major Plympton, dated Fort Snelling 26th March, 1838, transmitting the map above referred to.

Hon. L. WOODBURY,
Secretary of the Treasury.

GENERAL LAND OFFICE,
July 29, 1839.

SIR: I have the honor to state, for the information of your department, that in pursuance of an order from the Secretary of the Treasury of the 15th instant, and in accordance with the request contained in your communication to him of the 13th instant, which was referred with its enclosures to this office, I have this day communicated instructions to the surveyor general at Dubuque, accompanied by a copy of the diagram transmitted with Major Plympton's letter of the 28th of March last to the Adjutant General, to return so much of the government lands lying on the east side of the river Mississippi, in the vicinity of Fort Snelling, as is included within the *double red line* on the map, to be withheld from sale and reserved for military purposes at that post. These lands being situated a very considerable distance north of the public surveys, and being not yet attached to any land district, the surveyor general is the only officer who can at present be instructed in reference to the reservation.

According to Major Plympton's statement the line of demarcation does not appear to have been actually surveyed. In order to prevent any disputes hereafter, I would respectfully recommend that his suggestion to have the lines run and marked under the direction of the War Department may be carried into effect, and a copy of the survey furnished to this office, for the information of the surveyor general, when the adjacent public lands shall be surveyed.

Major Plympton's letter and the map are herewith returned.

I am, sir, your obedient servant,
JAMES WHITCOMB, *Commissioner.*

Hon. JOEL R. POINSETT,
Secretary of War.

HEADQUARTERS FORT SNELLING,
November 27, 1839.

SIR: I have the honor to transmit to you herewith a duplicate map of the survey of the military reservation at this post by Lieutenant Thompson, agreeably to my order, which was in accordance with the directions of the department.

The red lines show the boundaries of the reservation, and which are comfortable to the survey of Lieutenant Smith, with this slight difference, that in his survey the principal lines from river to river were necessarily (from the season and weather) left imaginary, which upon an actual survey will be found (to embrace the necessary woodland and to preserve the cardinal points) to cross the Mississippi a little further down than that imaginarily indicated on the map of Lieutenant Smith's survey.

It was also thought important to follow these lines, that when the country should be surveyed, the military survey east of the Mississippi might harmonize with that of the general survey of the country.

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The limits of the reservation as now marked embrace no more ground, I conceive, than is absolutely necessary to furnish the daily wants of this garrison, and could they be extended further into the country on the east side of the river it would no doubt add to the quiet of this command.

So far as relates to the promptness and accuracy of this survey of Lieutenant Thompson, I feel myself competent to decide that it entitles him to much credit. As to the execution of the map I leave it with more competent judges to decide upon its merit, which I hope will arrive safe.

Very respectfully, I am, sir, your obedient servant,

J. PLYMPTON,
Major, United States Army, Commanding Post.

Brigadier General R. JONES,
Adjutant General U. S. A., Washington, D. C.

WASHINGTON CITY,
December 22, 1854.

SIR: In reply to your inquiry in regard to the reserve for military purposes at Fort Snelling, I have the honor to state that the late General Pike (then Lieutenant Pike) obtained a grant of a reserve from the Indians by treaty concluded at or near the mouth of St. Peter's or Minnesota river on the 23d of September, 1805, extending from below the junction of that river with the Mississippi to and including the Falls of St. Anthony, and nine miles on each side of the Mississippi river. (See paper A.)

On the Indian title to the whole country around Fort Snelling being extinguished, a reserve was made, but the extent of it is not known at this office; the limits, however, are designated on a map sent to the Adjutant General's office by Major Plympton on the 27th of November, 1829, and he states that the said reserve was made in accordance with the directions of the department.

The reduction was made under an act of Congress of the 26th of August, 1852, which defined the new boundary; the quantity of land with the boundary not known.

It is not known to what extent settlements have been made, though it is known that trespassers are on the land. I know of but one person who had authority to go upon the land, (Mr. Smith, formerly a member of Congress from Illinois;) he was allowed the temporary use of the public buildings and mill at the Falls of St. Anthony, but with the distinct understanding that he was to surrender possession when required.

I submit the letter of Major (or Colonel) Plympton, and I have the honor to be, sir, your obedient servant,

THOS. S. JESUP,
Quartermaster General.

JEFFERSON DAVIS,
Secretary of War, Washington, D. C.

HEADQUARTERS FORT SNELLING,
December 4, 1839.

SIR: I enclosed to you on the 27th ultimo a map of the survey of the reservation for military purposes at this post, which I find (by the receipt of instructions received last night fron the honorable Secretary of

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War) to be in accordance with the requisition of the department. In my letter of advice of the 27th ultimo, I remarked that, to save trouble in a future survey of the country, the lines of demarcation on the east side of the Mississippi to embrace the land required were controlled by the cardinal points.

It having been decided by the government that the country (in this vicinity) west of the Mississippi was Indian, or yet held by Indian tenure, it was thought advisable to be governed in the survey only by the wants of the garrison, and not to go beyond the spirit and meaning of Pike treaty of 1805.

Allow me further to remark, that the buildings at Camp Cold Water, of Mr. Baker's, are of considerable value; all others at that point may be considered of little value, and are temporary log cabins, generally in a state of rapid decay. I would suggest that no discretionary power within the reservation, in permitting citizens to reside upon it, be vested in the commanding officer. The wants of the military in the range of country at all the frontier posts are limited, yet the public interests should be arbitrarily marked by the government touching the commanding officer's powers and citizen intruders.

And, sir, allow me also to suggest the propriety of removing the Indian agency without the military reserved line; I think it will be better for the agent, military, and Indian, unless it may be deemed by the government advisable to remunerate the fur company for their buildings on the west side of the Mississippi and St. Peter's rivers, and for the time being establish the agency at that place; this would separate the Indian concerns from the military by the St. Peter's river and clear the reservation of individual interest. The fur company's establishment, being in good hands to-day, does not control the changes that will take place, hence we cannot tell what to-morrow will bring forth.

If individuals are permitted to own houses on the reservation, they, no doubt, will presume upon the right to rent them to suit their interest, hence, the public interest will suffer in fuel, &c., and military quiet.

I have the honor to be, very respectfully, sir, your obedient servant,

J. PLYMPTON,
Major U. S. A., Commanding Post.

Brigadier General R. JONES,
Adjutant General U. S. A., Washington, D. C.

Extract of a letter addressed to Major J. Plympton, commanding Fort Snelling, upper Mississippi, dated War Department, October 17, 1840.

"With respect to the buildings erected at Camp Cold Water by B. F. Baker, deceased, if they were put up at his own expense, and there was no stipulation entered into that at his death, or in case of his abandonment of them, they were to revert to the government as its property, his legal representatives may be permitted to remove them and appropriate the materials to themselves; or if they can be made useful to the government you will ascertain the terms upon which they can be purchased and report them to the department, in order that, if thought advisable, an appropriation for that purpose may be asked of Congress."

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Extract of a letter addressed to the War Department by J. Plympton, dated Fort Snelling, December 7, 1840.

"With respect to the buildings erected by B. F. Baker, deceased, at Old Camp Cold Water, I have to report that, from all the information I have been able to obtain, I am convinced that he entered into no stipulation with the government, through its officers, but built them upon a supposed or assumed right which a licence to trade with certain Indians delegated to him. Under all the circumstances, it appears to have been an extravagant range of imagination that should have induced him to erect a large stone dwelling house at this place. I am not able to report to the department any possible use it can be to this post; on the contrary, in a military point of view, I do think the post would be improved by clearing the ground of the buildings; but, rather than individuals should hold an interest in them, I would recommend that an indemnity be made by the government."

AN ACT to reduce and define the boundaries of the military reserve at the St. Peter's river, in the Territory of Minnesota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, required to cause the lines of the present military reserve at Fort Snelling, in the Territory of Minnesota, to be so contracted as to embrace the following bounaries, to wit: Beginning at the middle of the channel of the Mississippi river below Pike's island; thence ascending along the channel of said river in such a direction as to include all the islands of the river to the mouth of Brown's creek; thence up said creek to Rice lake; thence through the middle of Rice lake to the outlet of Lake Amelia; thence through said outlet and middle of Lake Amelia to the outlet of Mother lake; thence through said outlet and the middle of Mother lake to the outlet of Duck lake; thence through said outlet and the middle of Duck lake to the southern extremity of Duck lake; thence in a line due south to the middle of the channel of the St. Peter's river; thence down said river so as to include all the islands to the middle of the channel of the Mississippi river, reserving further, for military purposes, a quarter section on the right bank of the St. Peter's river, at the present ferry, and also a quarter section on the left bank of the Mississippi river, at the present ferry across that stream.

SEC. 2. *And be it further enacted*, That the Commissioner of the General Land Office be, and he is hereby, required to cause to be surveyed, as soon as practicable, so much of the lands heretofore included in the military reserve aforesaid, but without the limits of the said military reserve aforesaid, as defined by this act, as have not already been surveyed, and to cause the same, together with such of said lands as have been so surveyed, with the exceptions hereinafter set forth, to be sold at public sale, under the direction of the President of the United States.

SEC. 3. *And be it further enacted*, That the land on which the establishment of the fur company is situated, known as Mendota, with the settlements immediately around the same, not exceeding three hundred and twenty acres, be, and the same is hereby, reserved from sale during the term of one year after the lands surrounding the same shall be offered for sale; and the proper authorities are hereby authorized, at any time during said year, to enter the same for a town site, agreeably to and in

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accordance with the terms and conditions of "An act for the relief of the citizens of towns upon the lands of the United States under certain circumstances," approved May twenty-third, eighteen hundred and forty-four.

SEC. 4. *And be it further enacted*, That the lands comprised within the limits of said reserve be, and the same are hereby, annexed to and made a part of the Chippewa land district, in said Territory of Minnesota.

Approved August 26, 1852.

GENERAL LAND OFFICE, *March* 16, 1854.

SIR: I have the honor to acknowledge the receipt of your communication of the 13th instant, directing the reservation of lots Nos. 1, 2, 3, and 4, in section 28, township 28 north, range 23 west of the 4th principal meridian west of the Mississippi river, near Fort Snelling, Minnesota Territory, for the ferry at that post, and cancelling the survey heretofore made for the purpose at that point under the direction of the department.

I herewith transmit, for the information of the department, a copy of the map of section 28, showing by the blue shades the lots reserved as above, and have to state that the necessary instructions have this day been issued to the surveyor general at Dubuque and the land officers at Stillwater to protect the lands from sale or entry.

I am, very respectfully, your obedient servant,

JOHN WILSON, *Commissioner.*

Hon. J. DAVIS, *Secretary of War.*

WASHINGTON, *January* 12, 1840.

SIR: The legislative assembly of Wisconsin has, by a resolution, approved by the governor on the 16th of December, 1839, requested me to protest against the extension of the military reservation of Fort Snelling to the Wisconsin side of the Mississippi river, with which I have now the honor to comply.

A question of some importance will arise if the reservation is made, which I beg leave to state: The United States may reserve any portion of its lands from sale, but can it extend a military jurisdiction over so large a tract of country as is embraced in the limits of this reservation by the simple declaration that it is necessary for military purposes?

A Territory is a State under a temporary form of government. It may be doubtful with some whether Congress may exercise exclusive jurisdiction over this reservation, the purchase having been made without the consent of the legislature of that State. Against the exercise of that jurisdiction the legislative power of that State now protests.

The subdivisions of the Territory northwest of the Ohio are denominated States in the ordinance of 1787. And in the third section it is ordained that "the laws to be adopted or made (by the legislature) *shall have force in all parts of the district.*" It also requires the governor "to lay out the parts of the district, in which the Indian titles shall have been extinguished, into counties and townships." An exclusive military jurisdiction would be incompatible with the exercise of this power by the territorial government.

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I am advised that a copy of the resolution of the assembly of Wisconsin has been forwarded to the War Department, and I beg leave to refer to the reasons therein stated.

I have the honor to be, sir, with great respect, your obedient servant,

J. D. DOTY.

Hon. J. R. POINSETT, *Secretary of War.*

MINERAL POINT, WISCONSIN TERRITORY,
February 18, 1840.

SIR: By the evening's mail I have received your instructions of October 21, 1839, relative to the removal of intruders at Fort Snelling. The delay of their receipt has, doubtless, been occasioned by their being directed to Peru, which is in Iowa Territory.

I have not as yet received any request from the commanding officer of that fort, but shall promptly attend to the duty whenever required.

Very respectfully, your obedient servant,

EDWARD JAMES,
Marshal of Wisconsin.

Hon. J. R. POINSETT.

HOUSE OF REPRESENTATIVES,
February 15, 1849.

DEAR SIR: I wish to lease for five years the government house, and old grist and saw mill, on the west side of the Mississippi river, opposite the falls of St. Anthony. I shall move into the Territory of Minnesota after the adjournment of Congress, and I wish to procure this house for my family to live in, and to fix up the old grist mill to grind corn and other grain, there being no grist mill now in that region of the country.

I am, very respectfully, your obedient servant,

ROBERT SMITH.

Col. WM. MEDILL,
Commissioner of Indian Affairs.

[Endorsement on above.]

OFFICE INDIAN AFFAIRS,
February 22, 1849.

Hon. Robert Smith, House Representatives, February 15, 1849. Wishes to lease the government house and mill opposite falls of St. Anthony, &c.

Respectfully referred to the Quartermaster General, and Hon. Mr. Smith so informed.

W. MEDILL.

Book 30, c. 453. Received February 20, 1849; acknowledged February 22, 1849.

The Secretary of War consents that the Hon. Mr. Smith may be allowed to occupy the building and the mill on such terms as the commanding officer at Fort Snelling shall think right; Mr. Smith to hold the property as the tenant of the public, and under the obligation to return it to the quartermaster or commanding officer, should it be required for military purposes, at the end of one or more years, as the commanding officer may decide.

T. S. J.

MARCH 3, 1849.

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FORT SNELLING, MINNESOTA TERRITORY,
April 12, 1849.

GENERAL: Your letter of March 3, 1849, in relation to the occupancy of the house and mills, opposite or on the west side of the falls of St. Anthony, was received by the last mail.

I have never been to these mills, (having come here late in the fall,) but am told the mill site is an admirable one. The public has erected there one dwelling house, a corn mill, with one pair of burrs, which I suppose capable of making good flour, and a saw mill, this not in a running condition. The dwelling house requires many repairs.

The corn mill is used for the purpose of cracking corn, or coarsely grinding it, for cattle. This is indispensably necessary for cattle in the fall, spring, and winter, at least six months in the year. Cattle are delivered here by contract early in the fall, for the supply of the troops with fresh beef; to these, the oxen at work at the post, horses and mules, the mill furnishes ground stuff for food.

When Mr. Smith arrives here I will turn over to him the mills, to be held until further instructed from Washington, with the condition that he is to grind for the post such quantities of grain as will be required for the purposes above mentioned.

I think this post is destined to be one of much importance to the United States as a depot, &c., in which event it might be desirable to have this mill, as the winters are so terribly severe, and stock require their food to be thus prepared.

Giving such holds upon the reserve are sometimes difficult in the undoing, and, as I do not expect to be in command here long, I would prefer not entering into the arrangement without definite instructions from Washington.

I would suggest that Mr. Smith be required to pay a reasonable percentage upon the appraised value of the improvements made there by the United States, besides the condition mentioned above that I will require of him: to hold it, subject to a new agreement at the end of each year with the commanding officer, and when it is surrendered by him to be in as good a condition as it now is, his repairs, &c., reverting to the United States.

With due respect to Mr. Smith, I doubt much if his aim, in wishing to settle there, is not in the expectation that the reserve will be taken off.

Respectfully, your obedient and humble servant,

S. WOODS,
Brevet Major Commanding Fort Snelling.

General T. S. JESUP,
Quartermaster General, Washington City.

QUARTERMASTER GENERAL'S OFFICE,
March 3, 1849.

SIR: The Secretary of War consents that the Hon. Robert Smith be allowed to occupy the buildings and the mill on the west side of the Mississippi river, opposite the falls of St. Anthony, on such terms as you may think right; Mr. Smith to hold the property as the tenant of the public, and render the obligation to return it to the commanding officer or quartermaster, should it be required for military purposes, at the end of one or more years, as the commanding officer may decide.

THOS. S. JESUP, *Quartermaster General.*

Captain S. WOODS,
Commanding at Fort Snelling, Iowa.

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ALTON, *September* 16, 1849.

SIR: In March last, before leaving Washington, I obtained, through the Quartermaster General, General Jesup, permission to occupy the old government house, and to repair and put into operation the old mills built by the government on the west bank of the Mississippi river, at the falls of St. Anthony, Brevet Major Wood, then commanding at Fort Snelling, to fix the rent which I was to pay for the same. Major Wood put me in possession of the property in May last, and fixed my rent. I did not deem it necessary to request any written permission to cultivate ground around and near the mill, as in my talk with Major Wood I understood him as encouraging me to put into cultivation a large farm, and I made my arrangements to do so, and when I returned in July with my team and implements of husbandry, Colonel Loomis, then in command at the fort, thought that as my lease did not say anything about ground or farming, he could not allow me to use any more than ground enough for a garden unless I procured special permission from the department at Washington. I have delayed writing, thinking that I would visit Washington this month, and intending to make my application in person, but circumstances prevent my going, and I would now solicit permission to make a farm adjoining the mill. The mills and house were in a dilapidated condition, and would soon have fallen down. There was no mill for grinding corn or wheat in the region of the falls or the fort. I am repairing the mills and the house at considerable expense, and, in order to carry them on at all profitably, I must have ground to raise something to live upon. I cannot cross the river and back with my team without paying one dollar. Provisions are dear and scarce, while there are tens of thousands of acres of excellent land, with no one within six or seven miles (on the same side of the river) cultivating an acre.

I am now buying corn and provisions to carry up the river, when, if permitted, I could raise enough for myself, and supply the fort with many things at much less price than they are now obliged to pay.

I shall at all times comply strictly with the army rules and regulations, and do all in my power to promote the interests of the government, and I cannot but believe that it will be decidedly for the interests of the government to permit me to make a farm adjoining the mill.

Not having the pleasure of a personal acquaintance with you, I would beg leave to refer you to the Hon. Jacob Collamer, or to any of the members from Georgia in either the 28th, 29th, or 30th Congress.

I shall remain here until the middle of October, and wish you to send an answer to this letter here.

I have the honor to be, very respectfully, your obedient servant,

ROBERT SMITH.

Hon. G. W. CRAWFORD,
Secretary of War.

[Endorsement on the above letter.]

Respectfully returned to the Secretary of War. I would not advise any permission to clear and cultivate land on the military reserve, but upon the condition that the land thus cleared shall be given up when required for military purposes, and even with that restriction I would advise that the matter be referred to the commanding officer at Fort Snelling.

THOS. S. JESUP,
Quartermaster General.

OCTOBER 4, 1849.

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WAR DEPARTMENT, *October* 19, 1849.

The commanding officer at Fort Snelling may arrange with Mr. Smith for the use, determinable at the pleasure of the department, of a portion of the military reserve, the rent of which will be accounted for to the treasury through the quartermasters' department.

G. W. CRAWFORD,
Secretary of War.

QUARTERMASTER GENERAL'S OFFICE,
October 20, 1849.

COLONEL: Mr. Robert Smith having applied to the Secretary of War for permission to cultivate a portion of the public land near the old mill, which has been leased by him, the Secretary has, on my recommendation that the matter be referred to the commanding officer at Fort Snelling, decided that "the commanding officer at Fort Snelling may arrange with Mr. Smith for the use, determinable at the pleasure of the department, of a portion of the military reserve, the rent of which will be accounted for to the treasury through the quartermasters' department." Should you think proper to grant Mr. Smith the privilege he asks for, on the payment of any rent, I wish you would direct the acting assistant quartermaster at the post to receive and account for the amount as directed by the Secretary of War.

THOS. S. JESUP,
Quartermaster General.

Lieut. Colonel G. LOOMIS,
Commanding Fort Snelling, Minnesota Territory.

No report received in reply.

WASHINGTON, *February* 7, 1853.

SIR: In May, 1849, I became the tenant of the government, and took possession of an old house and mill, on the west border of the Mississippi river at the falls of St. Anthony, it then being a "military reserve," pursuant to instructions from your department to Captain S. Wood, commanding at Fort Snelling, bearing date March 3, 1849. At the last session Congress passed a law reducing the reserve, and directing the Commissioner of the General Land Office to have the same surveyed and sold. The house and mill occupied by me, by virtue of your letter of March 3, 1849, to Captain Wood, is on that portion from which the reserve has been removed.

I therefore wish to purchase the buildings belonging to your department. I applied to Colonel Lee in September last to purchase them, but he said he had no authority to act in the matter, but would write you on the subject. Having heard nothing from him, I have thought it best to address you in relation to the matter. I am willing to pay the full value of the buildings belonging to the government, and will be willing that the quartermaster in charge at Fort Snelling may value the property.

Will you please give me answer to this at your earliest convenience.

I have the honor to be, your obedient servant,

ROBERT SMITH.

General T. S. JESUP,
Quartermaster General United States Army.

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HALL HOUSE OF REPRESENTATIVES,
February 5, 1851.

SIR: Enclosed I send you a printed copy of a bill, which has passed the Senate and is now before the House of Representatives for action, which concerns your department, and there is nothing before our committee showing any knowledge of the department about this movement. Under these circumstances I desire to know whether it is the wish of the department to have the military reserve of Fort Snelling curtailed; and if so, whether in the manner prescribed in the first section of their bill. Secondly, whether there are any persons in possession of the public property seeking pre-emption under this bill of the military tract by leave or permission of the department, as seems to be contemplated by the fifth section; together with all information in possession of the department relative to this application, with the opinion of the department on the subject.

I would like also to have a copy (rough) of the plat of the military reserve.

Please answer this at your earliest convenience.

Yours,

JAS. B. BOWLIN,
Chairman Committee on Public Lands.

Hon. C. M. CONRAD,
Secretary of War.

WAR DEPARTMENT,
Washington, February 6, 1851.

SIR: In accordance with the request contained in your letter of the 5th instant, relative to the sale of a portion of the military reserve at Fort Snelling, as contemplated by a Senate bill now pending before the House of Representatives, I have the honor to enclose to you copies of all such papers as are of record in this department, as will put you in possession of the action heretofore taken by the department in this matter.

You will also find enclosed copies of a letter which I yesterday addressed to the Hon. M. Sibley upon the same subject, together with a map of the military reserve at Fort Snelling.

With great respect, your obedient servant,

C. M. CONRAD,
Secretary of War.

Hon. J. B. BOWLIN,
Chairman Committee Public Lands,
House of Representatives.

HEADQUARTERS FORT SNELLING,
Minnesota Territory, August 20, 1851.

The agent of the Sioux stationed at St. Peter's has informed me that an extensive movement is on foot amongst the people of the Territory to build pre-emption cabins and establish claims on the Indian lands west of the Mississippi river. These lands have just been yielded by the Sioux in the treaty just concluded with them by the commissioners; but the treaty has not been laid before the Senate for ratification.

I report this information received from the Indian agent, in order that

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I may receive the instructions of the commander of the department relative to the course I am to pursue if called on by the Indian department to remove these trespassers from the Indian lands. I would think it unnecessary to refer the matter at all, were it not that in a not dissimilar case, that of the Menomonees in Wisconsin, the government declined to take any action, while at the same time they acknowledged it a case of some importance. I await the order of the department commander for my guidance.

I have the honor to be, sir, very respectfully, your obedient servant,

FRANCIS LEE,
Lieutenant Colonel 6th Infantry,
Brevet Colonel U. S. Army, Commanding Post.

Captain IRVIN MCDOWELL,
A. A. G., Sixth Department, Jefferson Barracks, Mo.

A correct copy:

S. B. BUCKNER,
Second Lieut. 6th Infantry, Brevet Captain, Post Adjutant.

HEADQUARTERS FORT SNELLING,
Minnesota Territory, August 23, 1851.

SIR: I have the honor to enclose for the information of the War Department a copy of a communication which I addressed, on the 20th instant, to the assistant adjutant general of the sixth military department, on the subject of a contemplated movement on the part of a large number of the citizens of the Territory, for the purpose of making claims on the lands recently ceded by treaty, but still occupied by the Sioux Nation of Indians. Since the date of that communication I have noticed such indications of the extent of the contemplated movement as to have impressed me with the belief that it is my duty to report the matter directly to the headquarters of the army for the information of the Secretary of War. On the 21st instant there appeared in the Minnesota Pioneer a notice in the following words, signed by some of the most prominent men in the Territory:

TERRITORIAL CLAIM ASSOCIATION.—The male resident citizens of legal age of this Territory are requested to meet in their respective precincts at the last place of holding elections, on the first day of September next, to appoint delegates equal in number to twice their representation in the legislature, to meet in convention in St. Paul on the 10th day of September next, for the purpose of forming a territorial claim association, to regulate claims to be made upon the lands lately treated for by the United States with the Sioux Indians.

Signed by R. Kennedy, L. A. Babcock, H. M. Rice, T. A. Holmes, J. C. Ramsey, James Beattie, C. W. Borup, Lott Moffett, A. L. Larpenteur, Alex. Wilkin, M. S. Wilkinson, G. W. Farrington, B. W. Brunson, W. B. Dodd, J. W. Bass, D. A. J. Baker.

I am ignorant of the precise object of this association, but it seems to be of so extensive a nature, and to have such direct reference to lands which are still Indian territory and over which the laws of the general government alone have force, that I have thought it necessary to report the matter at once to the department, in order that it may take such measures as the case may require. The agent of the Sioux resident at St. Peter's has informed me that many persons are already making out

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claims on the Indian lands. I respectfully request the instructions of the department with regard to my action, with the force at my disposal, if I am called upon by the Indian agent to remove these trespassers from the Sioux territory.

I am, sir, very respectfully, your obedient servant,

FRANCIS LEE,
Lieutenant Colonel 6th Infantry,
Brevet Colonel U. S. A., Commanding Post.

Brevet Major General R. JONES,
Adjutant General U. S. A., Washington, D. C.

[Endorsement.]

ADJUTANT GENERAL'S OFFICE, *September* 5, 1851.

Respectfully submitted to the Secretary of War.

L. THOMAS,
Assistant Adjutant General.

Copy furnished to the Department of the Interior.

JOHN POTTS.

SEPTEMBER 10, 1851.

HEADQUARTERS FORT SNELLING,
Minnesota Territory, August 21, 1851.

SIR: Considering the efforts which have been made during the two sessions of the last Congress, to reduce, within very narrow limits, the military reservation attached to this post, I consider it not improper in me, as the commander of the troops at Fort Snelling, to represent to the Department of War, through the commander of the army, my views on the subject of this reduction. I think it the more necessary that the department should be fully informed on this subject, as another attempt will doubtless be made during the approaching session of Congress to procure action on a bill to this effect.

The treaty concluded in 1805, between Lieutenant Z. M. Pike and the Sioux of the Mississippi, yielded to the United States a tract of land "from below the confluence of the Mississippi and St. Peter's rivers, up the Mississippi to include the Falls of St. Anthony, extending nine miles on each side of the river." From the survey of the reserve made in 1839, under the direction of Major Plympton, in pursuance of orders received from the War Department and a copy of which "survey" was forwarded to the War Office, it will be seen that the line of the reserve begins above the Falls of St. Anthony, and passes in a southwesterly direction through a chain of lakes, distance of some five miles; then turning in a southeastern direction and keeping a general distance of about six miles from the fort, crosses the St. Peter's river; thence it pursues an eastern direction little more than a mile; and from that point follows in a broken line in a northeastern direction the course of the St. Peter's and Mississippi rivers and about a mile distance from them; until, turning in a northern direction, it meets the latter river just opposite the present town of St. Paul. That portion of the reserve on the left bank of the Mississippi is included in the great bend of that river opposite this fort, and is bounded on the north by an irregular broken line. That portion of the reserve contains an area of perhaps four or five square miles. The area of the entire reserve is probably not less than 40 square miles.

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A larger reserve than that actually surveyed seems to have been contemplated in the conference held with the Sioux by Lieutenant, afterwards General Z. M. Pike. At that early time, when this point was so remote from any white settlement—and even upon the establishment of the post in 1819, a very large reserve was necessary. It was essential in a military point of view, for a small number of troops, isolated in the Indian country, to have the exclusive control of a large territory in their vicinity, in order to prevent any permanent collection of a large body of Indians, who might at any time become hostile, within striking distance of the fort. By restricting the limits of the reserve under such circumstances, the facilities for surprise would be much increased. For many years after the establishment of the post, the country for a great distance to the south remained almost in a wilderness condition; and it is only within a few years past that any settlements of importance have been made thus high up the Mississippi river.

The necessity for a large reserve has therefore continued until the present time; but that portion of it on the east bank has already been reduced in limits. But within the past three years the population, though still not numerous, has increased in a surprisingly rapid ratio, and some of the chief reasons for maintaining a large reserve no longer exist. It has ceased to furnish, in a great measure, the wood which is used at the post. The Indian country around it has just been yielded by treaty to the United States, and our frontier will soon be extended to the west. In a comparatively short time the tide of emigration will have rolled past and left it an isolated tract in the midst of civilization; a country of wild prairie unimproved by the hand of agriculture. The soil on many portions of the reserve is of a most excellent description, and calculated to tempt the eye of the industrious farmer as well as of the speculator. The land is situated near points of commercial importance, and as the country grows in population must continue to increase in value. The knowledge of this fact has induced the strenuous efforts which have been made to reduce the area of the reserve, and which will continue to be made until the object sought to be attained shall be wholly or partially successful. It appears to me, that while it is very natural that many efforts should be made to induce the government to relinquish, for purposes of agriculture, a portion of its territory which offers such fair promise to the holder, the interests of the government itself should not be lost sight of by those who may be desirous of acquiring these lands. As an officer of the general government, I think this would be done, in a reduction of the limits to the bounds prescribed in the bill which was discussed before the last Congress. That bill contemplated a reduction of the reserve to one square mile, included in the angle between the Mississippi and St. Peter's rivers above the island known as Pike's island. The line of the reserve would have been little more than half a mile from some of the buildings of the post, and would not have been more than about two-thirds of a mile from the centre of the parade, the fort being situated about a third of a mile from the junction of the St. Peter's with the Mississippi river. The line would have run very near the post gardens, and might possibly have cut off a small portion of the government farm at the post. It would certainly have prevented the possibility of materially enlarging it. It would have thrown beyond the limits of the reserve almost every foot of meadow land; and would not only have prevented the possibility of making an ounce of hay, but would also have taken away, in a great measure, the pasturage essential to the public horses and cattle in use at the post. It would have restricted the boundaries of the reserve in such a degree as to have exposed the enlisted men of the command to every

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species of temptation from those who have already shown too ready a disposition to interfere with the discipline of the garrison. It would have yielded into private hands the opposite bank of the St. Peter's and Mississippi rivers; thus depriving the post of half the advantages of its position. It would have given up the whole of Pike's island, below which is the actual junction of the two rivers, and the head of which is immediately under the walls of the fort.

The narrow branch of the Mississippi which separates it from the fort is passable on the ice during more than four months of the year, and is so shallow in low water that it can frequently be forded with the utmost ease. On one or two occasions its bed has been entirely dry. The island is subject to overflow, but is yet so elevated that huts could be erected on it and inhabited 10 or more months in the year. It is the very place for a rendezvous for that class of persons who subsist on the means of the soldier by exciting the worst passions of his nature and furnishing the means of gratifying them. It is useless in an agricultural point of view, on account of the time of the overflow; but it is of use to the government as pasturage, besides its being essential in a military point of view.

I can, therefore, see no reason for yielding it. On considering the reduction of the military reserve the chief principle involved is the question of utility. Would a greater general good result from yielding up the reserve than by retaining it in the possession of the government? Has the Territory reached that date of advancement which requires an additional extent of lands to support its dense population?

Is the military point occupied by Fort Snelling of such little consequence that it could be yielded without detriment to the public interests? If not, what extent of territory is essential, as a reseve, in order to protect the interests of the United States?

From reasons heretofore advanced, I am of opinion that the reserve is larger than the interests of the government require at this time; and, though the people of the Territory have no right to demand from the United States the surrender of the reserve, a portion of it might be thrown into market with much benefit to this section of the country.

The upper and lower parts of the reserve, points the most distant from the fort, are at present unimportant to this post in a military point of view; but being situated immediately opposite two of the most important places in the Territory, would be of great value to them. The wood having been exhausted from that portion of the reserve west of the post, a portion of that also might be yielded; and a great portion of the reserve on the east bank of the river, and which is already surveyed, could be thrown into market without injury to the military interests. Such a course would be acting in accordance with the liberal spirit which the government has invariably pursued in its relations with this Territory; but I think that while so many thousands of acres of lands, equal in quality to that on the military reserve, remain uncultivated within a short distance of the principal towns, the people cannot demand as a right the yielding of any portion of the reserve into their possession; unless on the principle that the government having never refused them a favor before, it is expected it will continue to comply with their caprices.

The importance of Fort Snelling as a military point is universally conceded, and any proposition for its abandonment will find favor only with those whose immediate interests will be favorably affected by the relinquishment of the post. In this way private interests may bring much political weight to bear on the reduction of the reserve within very

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small limits, a reduction which would not only greatly impair, but would entirely destroy the usefulness of the post. To be capable of active efficiency at this point the reserve should be of such dimensions, and its lines of demarcation should be so placed, as to give entire control, with the smallest means, of the junction of the two rivers. I conceive that this cannot be properly done without exclusive possession of the island. It should also be able to control the passage of both rivers. This cannot be accomplished without the means on either bank of effecting the crossing or of preventing it. This will involve the necessity of a reservation of territory on each bank of both rivers. The reserve should be of such dimensions as to be capable of being thrown as much as possible on its own resources. It should be capable of furnishing lands in such quantity as the government might choose to cultivate. It should, if possible, furnish springs of pure water necessary for the comfort and health of troops which might be assembled in any numbers. It should be able to furnish pasturage for cavalry horses and public cattle in such numbers as the interests of the service might at any time require to be concentrated here. It should produce forage in quantities sufficient for their sustenance in winter. If possible, it should have a boundary defined by natural objects, enclosing an area of convenient dimensions and suitable shape for all that is required for the post, without reserving too much from the wants of agriculture. I conceive that all these objects can be attained by the adoption of the following named lines for the boundary of the reserve: Beginning at the middle of the channel of the Mississippi river below Pike's island; thence ascending along the channel of said river in such a direction as to include all the islands of the river to the mouth of Brown's creek; thence up said creek to Rice lake; thence through the middle of Rice lake to the outlet of Lake Amelia; thence through said outlet and the middle of Lake Amelia to the outlet of Mother lake; thence through said outlet and the middle of Mother lake to the outlet of Duck lake; thence through said outlet and the middle of Duck lake to the southern extremity of Duck lake; thence in a line due south to the middle of the channel of the St. Peter's river; thence down said river so as to include all islands to the middle of the channel of the Mississippi river; reserving, further, for military purposes, at least a quarter of a section on the right bank of the St. Peter's at the present ferry, and at least a quarter of a section on the left bank of the Mississippi river at the present ferry across that stream. I think the boundary thus defined is essential to the interests of this post and to the military interests of the government in this quarter. I deem a reserve of dimensions about equal to that which I propose necessary, not only at the present time, but in all times to come. I cannot foresee a time when this post will cease to be a depot of posts, which will soon be established towards the headwaters of both rivers which meet at this point. Supplies, munitions, troops destined for these posts, must necessarily pass this point, and at many seasons of the year would meet with much detention here. It is virtually the head of navigation, and being a central point is the fittest for the collection of troops in any force. It is the only post in the northwest where cavalry can be maintained with economy for a number of years. It is the basis of all movements that are hereafter to be made towards the Red River of the North, and of a connection between the Missouri river and the great lakes.

I am thoroughly convinced that it would not be to the interests of the government to yield any portion of the territory within the limits I have recommended as a boundary. They hold possession of it now, and no interests are suffering by that tenure. It would, perhaps, be better for the

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prospective interests of a few individuals if the United States were to restrict the limits of its jurisdiction within the very narrowest bounds. But is it not enough to have thrown open to industry and speculation the millions of acres of fresh lands which have just been negotiated for, besides the vast abundance of untouched soil which is already in market in this vicinity; and cannot the general government be permitted to reserve for its own purposes, out of this vast extent of territory, a few square miles of land. As was remarked in a communication of one of my predecessors in command, a few square miles of territory, more or less, are of little importance to a populous State, while the same extent of territory, in a favorable location, might be of incalculable advantage to the United States.

I would, therefore, earnestly recommend to the department the consideration of this subject in order that ts efforts may be employed to secure to the United States a reserve of convenient size for military purposes at an important post, while at the same time it will act with justice and liberality to other departments in yielding up such portions of the present reserve as it may not consider essential for its purposes.

The certainty that a strenuous effort will be made during the approaching session of Congress by a number of individuals to reduce the military reserve about this post, within limits which will prove fatal to its utility, has induced me to offer my views on this subject to the department. In doing so I trust that no apology will be deemed necessary, as I am actuated solely by a sense of duty and by considerations of the good of the military service.

I am, sir, very respectfully, your obedient servant,

FRANCIS LEE,
Lieut. Col. 6th Inf., Brevet Col. U. S. A.,
Commanding Post.

Brevet Major General R. JONES,
Adjutant General U. S. A., Washington, D. C.

A true copy:

JNO. C. KELTON,
Brevet 2d Lieut. 6th Inft. and Post Adjutant.

HEADQUARTERS SIXTH DEPARTMENT,
Jefferson Barracks, Missouri, September 9, 1851.

COLONEL: Your letter of the 20th of August last, asking for instructions relative to trespasses on the Indian territory, was received, and the general's decision in the case endorsed thereon; but, instead of being returned to you as directed, it was sent by mistake of the clerk to the headquarters of the western division. I now hasten to send you a copy of the decision, which is as follows:

Brevet Colonel Lee will act in relation to the matter herein submitted according to the instructions and orders heretofore existing, and will continue to do so till the treaty with the Sioux shall be ratified by the Senate, as, until then, it is not an act which he can officially recognize.

I have the honor to be, colonel, very respectfully, your most obedient servant,

IRVIN McDOWELL,
Assistant Adjutant General.

Brevet Colonel LEE,
Lieut. Col. 6th Inf., Commanding Fort Snelling, M. T.

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[Endorsement.]

HEADQUARTERS SIXTH DEPARTMENT,
Jefferson Barracks, September 11, 1851.

Duplicate respectfully furnished for the information of the headquarters of the army.

N. S. CLARKE,
Colonel 6th Inf., Brevet Brig. Gen. Commanding.

HEADQUARTERS FORT SNELLING,
Minnesota Territory, August 24, 1851.

SIR: I have the honor to transmit, for the action of the department commander, a report on the proposed reduction of the military reserve attached to this post. Though no such report has been required of me, I feel authorized by the importance of the military interests involved to present to the department my views on the subject, with the object of preserving to the United States such an extent of territory as will subserve the military interests involved, without any unnecessary detriment to the agricultural and commercial interests.

I trust the general will forward the report, with such remarks as the case may appear to him to demand.

I am, sir, very respectfully, your obedient servant,

FRANCIS LEE,
Lt. Col. 6th Inft., Brevt. Col. U. S. A., Commanding.

Captain IRVIN MCDOWELL,
A. A. G. Sixth Department, Jefferson Barracks, Mo.

[Endorsements.]

Respectfully returned to the adjutant general.

The settlements having extended far beyond Fort Snelling, there will soon be no use for a garrison at that place. All that will be necessary will be ground and buildings for a storehouse.

THOS. S. JESUP,
NOVEMBER 25, 1851. *Quartermaster General.*

I concur with the general of division, (Twiggs.) Respectfully submitted to the Secretary of War.

WINFIELD SCOTT.

DECEMBER 26, 1851.

WAR DEPARTMENT,
HEADQUARTERS SIXTH DEPARTMENT,
Jefferson Barracks, September 11, 1851.

Report referred, and respectfully recommended to the favorable consideration of the War Department.

N. S. CLARKE,
Col. 6th Inf., Brevt. Brig. Gen., Commanding.

HEADQUARTERS WESTERN DIVISION,
New Orleans, October 4, 1851.

This report is approved, and respectfully forwarded for the information and action of the War Department.

D. E. TWIGGS,
Brevet Brigadier General U. S. A.

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ADJUTANT GENERAL'S OFFICE,
November 6, 1851.

Respectfully referred to the Quartermaster General for his examination and remarks, before being submitted to the General-in-chief.

He is further requested to mark on his map of the reserve at Fort Snelling the extent of the public domain, should it be reduced as herein proposed.

R. JONES, *Adjutant General.*

FORT SNELLING, MINNESOTA TERRITORY,
November 14, 1851.

GENERAL: The original of which the enclosed is a copy was forwarded to the headquarters sixth military department on the 21st of last August. Its receipt has never been acknowledged, and I am fearful it may have miscarried. It is too late now to transmit it through the prescribed channel to reach Washington in season. I therefore have the honor to forward it direct, believing I am justified in doing so, as it is all-important that it should be laid before the Military Committee of Congress at as early a period as practicable, as doubtless the reduction of the reserve to the minimum limit will be pushed forward at a very early period of the session, and with determined vigor.

There is one other point in relation to reserved land here, not noticed in the enclosed report, which I consider of much interest to the government, and which I will now take occasion to represent. There is no wood land on the proposed reserve; indeed there is very little on the present reserve, as large as it is, so little that all the wood burned by the troops at this post is cut from off Indian land, some three miles beyond where the new reserve will be bounded west, and just outside the present reserve. It is cut by the troops and hauled about eight miles. Now, unquestionably, as soon as the Senate confirm the late treaty with the Sioux Indians, squatters will take up the whole of this wood land, and indeed all the most valuable wood land about the country. Wood will then be scarce, and government will have to pay very high for it, between $4 and $5 per cord. It is so crooked and poor too, a species of scrub oak, the regulation allowances will scarcely satisfy one-half the necessary demand.

I would therefore respectfully suggest that some means be taken to exempt from squatting, or entry in any way, three or four sections of wood land lying southwest of Fort Snelling, just west of Grass lake and the Lake of the Woods, (see map of the military reserve of Fort Snelling,) and just outside the western boundary of the present reserve.

The less this reservation is made, government will have to pay pretty dear for their fuel, which would seem unjustifiable when it now perhaps can be so easily prevented.

The western boundary of the new reserve runs due south from the extreme south end of Duck lake, (see map,) some three or four miles from the proposed wood land reservation. To include this wood land in the proposed Fort Snelling reservation, (as it might seem it should be,) would take in some three or four miles of country totally useless for government purposes, and this might endanger getting a needful respectable reserve, asking beyond a necessity, rather than it should be so, the reserve proper brought down to the proposed limits of last year's bill,

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the reservation of this wood land had better be given up. All of which is respectfully submitted.

General, I have the honor to be, very respectfully, your most obedient servant,

FRANCIS LEE,
Lieut. Col. 6th Inf., Brev. Col. U. S. A., Commanding Post.

Brevet Major General R. JONES,
Adjutant General U. S. A., Washington, D. C.

WAR DEPARTMENT,
Washington, June 29, 1852.

SIR: In reply to your letter of yesterday, in which you asked the permission of this department to settle upon and occupy certain portions of land included within the military reserve at Fort Snelling, I beg leave to say that the department has recommended that the limits of the reserve be restricted, and a bill has been introduced in the Senate for that purpose.

No permission will be granted to settle on that portion of the reserve which will be retained. As regards that portion which it is proposed to exclude from the reserve, permission to occupy small portions of it would be granted, provided that it may be recommended by the commanding officer. I would observe, however, that the bill above referred to directs that the land excluded from the reserve be immediately sold, and makes no provision for persons who have, with the permission of the department, occupied any portion of it. In case it should pass in that form such persons would not only have no preference over other purchasers, but would lose the cost of their improvements.

Very respectfully, your obedient servant,

C. M. CONRAD,
Secretary of War.

GEORGE L. BECKER, Esq.,
Washington City.

The undersigned, for himself and others, propose to pay, and hereby offer, the honorable Secretary of War, for the lands included in the Fort Snelling reservation, $15 per acre.

Said purchase to include all improvements on said reservation; the United States to have free of charge the use of the fort and all other buildings belonging to the government, including —— acres of land so long as in the opinion of the War Department they shall be required for military purposes; said fort, buildings, improvements, and land so reserved, to be under full control of the department during said term.

The reservation, including the overflowed lands, amounting to about 5,000 acres, at $15 per acre, will amount to $75,000.

The undersigned, for himself and others, also propose to take it at the above estimate and pay therefor the sum of $75,000; payment for the whole to be made at once if the proposition——

WAR DEPARTMENT,
Washington, June 29, 1852.

SIR: In reply to your letter of yesterday, in which you ask permission of this department to settle upon and occupy certain portions of land

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Very respectfully, your obedient servant,

C. M. CONRAD,
Secretary of War.

C. D. FILLMORE, Esq.,
Washington, D. C.

ST. PAUL, *August* 14, 1852.

DEAR SIR: The undersigned, your petitioner, would take the liberty of addressing this to your honor to ask the privilege of a permit to locate upon the military reserve at Fort Snelling, as your petitioner is informed that it is within the province of your honor's office to grant such a permit.

Your petitioner would beg leave to state that from the glowing accounts of Minnesota that filled the newspapers some two years since, he was induced to migrate hither, from the State of New York, and found all of the land good, bad, and indifferent, within 15 miles of St. Paul, pretty much held by speculators, except the reserve, and that he located himself about 16 miles from St. Paul, and after laboring hard and investing his little all in a home he is about to be turned out of it by a greedy speculator, who took advantage of a little informality in the claim.

Your petitioner thinks, while the officers at the fort grant permits to rich speculators, who have filled their pockets out of the public lands and hold all the choice locations, to the exclusion of the poor actual settler, and allow such speculators to send on hordes of squatters to occupy the reserve, that he might be allowed to locate upon the said reserve, especially as he wishes it for a home, and not for speculation but for his own use, if it should be thrown into market.

Your petitioner would therefore humbly ask that your honor would be pleased to grant him permission to settle upon some unclaimed portion of said reserve if compatible with duty.

All of which is respectfully submitted by your humble servant,

FRANK GILMAN.

Hon. SECRETARY OF WAR,
Washington, D. C.

ST. PAUL, MINNESOTA, *August* 21, 1852.

MY DEAR SIR: Entertaining a desire to establish a stock farm in this vicinity, and supposing the value of the adjoining public lands might be promoted by it, I beg leave to request permission from your department

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to enter upon section nine or near it, so far as it may not be occupied by previous claims, in that portion of the military reservation around Fort Snelling, on the east side of the Mississippi. The district has been surveyed, but has never been used for military purpose.

I wish, also, to be allowed permission to cut hay from the natural meadows and to erect a house for the manager of my stock, who will assist in supplying the fort with beef.

As the season for securing hay is passing away I shall be indebted to your kindness for an early compliance with my request.

I have the honor to be, with great respect, your friend and servant,

C. S. TODD.

Hon. C. M. CONRAD,
Secretary of War, Washington.

[Private and confidential.]

ST. PAUL, MINNESOTA, *August* 27, 1852.

MY DEAR SIR: To provide against the contingency of my letter of the 21st instant not reaching you, I beg leave to repeat my request to be allowed permission from your department to enter upon that part of the military reservation around Fort Snelling which lies east of the Mississippi, for the purpose of establishing a stock farm.

To effect the object I ask permission to cut hay and erect a house for my manager, who will cultivate a portion of the soil.

This district has never been used for military purposes; the natural meadows being too remote from the fort and on the opposite side of the river. I have supposed the improvements I design making will not only add to the value of the adjacent public lands, but afford facilities for a more economical supply of beef to the fort in consequence of the large number of cattle I shall prepare for the market.

I do not make the request as a case of first impression, but only follow the precedents that have already occurred in reference to the establishments on the reserve on the west side of the river, which has been always used for military purposes. Many houses are now standing upon that part of the reserve, and numerous portions are under cultivation by virtue of permissions granted by the commanding officer of the fort at various periods; and it is known to the department that Mr. Robert Smith, Alton, 700 miles from the district, obtained from Secretary Marcy permission to occupy a point below the falls of St. Anthony, where a government mill had been erected, under the intimation, which was a mere pretext, that he might supply the fort with corn-meal, which property, according to the contingent sale already made of the greater part of this claim, is supposed to be worth $25,000; and I have understood, although I do not know the fact, that Mr. Fillmore, a brother of the President, has a permission from your department of the kind I solicit.

Mr. Smith is a prominent opponent of the present administration, and nearly every commander of the fort and nine-tenths of the present occupants under military permission are of the same politics, and I mention these facts as my reason for applying directly to the department rather than to the commander of the fort. If Mr. Secretary Marcy could give permission to Mr. Smith, a non-resident, I consider my claim as having more force, seeing I am a citizen of the Territory and have my family with me. Nor do I suppose that my support of the administration, nor my services in the war of 1812, will give me less favor with you than Mr. Smith obtained with Secretary Marcy for a permission granted at

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the close of an expiring administration, and which Mr. Smith has retained through an entire whig administration.

I beg leave to add that the season for making hay is rapidly passing away, and therefore appeal to your friendship for an early compliance with my request.

I have the honor to be, with great respect, your friend and servant,

C. S. TODD.

Hon. C. M. CONRAD,
Secretary of War, Washington.

List of papers relative to sale of Fort Snelling.

Two letters of Archibald Graham, agent of F. Steele, dated September 5th and 25th.

Attorney General's opinion, dated September 28, 1857.

Map of Fort Snelling reserve.

WAR DEPARTMENT, *December* 20, 1854.

DEAR GENERAL: The Secretary wishes to get the following information in relation to the reserves at Tampa Bay and Fort Snelling:

What was the original size of each before this reduction? When were they reduced—and whether, before reduction, they were actual reservations, or only occupations?

Mr. Lee would also like to know what settlements or improvements have been made by citizens on the Fort Snelling reserve.

Yours respectfully,

A. CAMPBELL.

This information is desired as soon as you can give it conveniently.

MENDOTA. M. T., *July* 17, 1857.

SIR: As a resident of this village, having a deep interest in the prosperity of the surrounding country, and especially of the military reservation about Fort Snelling, I drop you this to ascertain from you when the lands included in said reservation are to be sold; and if sold, whether the sale will be public or private? I am a farmer adjoining the reservation, and if the lands are to be sold would like to purchase a small tract adjoining my present premises for cultivation and improvement. An early answer is respectfully solicited.

Very respectfully, your obedient servant,

J. M. HOLMES.

Hon. JOHN B. FLOYD,
Secretary of War, Washington, D. C.

WAR DEPARTMENT, *August* 31, 1857.

The Secretary of War desires to be informed what is the distance from St. Paul to Fort Snelling.

Has any part of the Fort Snelling reserve ever been sold or otherwise disposed of? If sold, at what price per acre?

What military reserves have been sold within the last 20 years, and at what prices?

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NEBRASKA CITY, *May* 13, 1858.

RESPECTED SIR: We have in the reserve opposite this city, in Iowa, township 68, ranges 43 and 44, a case where some diligence on the part of the War Department will be required, else, as in the "Fort Snelling case," the end for which the reserve was made will not be sure.

Be pleased at the suggestion of your humble servant to put the honorable Secretary of War, (J. B. Floyd,) in possession of this information, as only special legislation on the part of Congress can confirm the titles of those who now seek it; large rewards are offered, and officers high in charge are well feed.

Respectfully, your obedient servant,

ALBERT L. COLLINS.

The President, Hon. JAMES BUCHANAN,
Washington, D. C.

Respectfully returned to the Secretary of War.

QUARTERMASTER GENERAL'S OFFICE, *June* 18, 1858.

The reserve referred to in this letter is supposed to be opposite to old Fort Kearney. This reservation, long since abandoned, has been surveyed and sold as other public lands. The issue of the patents, however, seems to have been suspended because the lands had not been formally transferred to the Department of the Interior. The matter is before Congress and a bill has been reported for the relief of the purchasers by confirming the entries.

By order.

E. J. SIBLEY,
Major and Quartermaster.

GENERAL LAND OFFICE, *September* 3, 1852.

GENTLEMEN: The act of Congress, approved 26th ultimo, entitled "An act to reduce and define the boundaries of the military reserve at the St. Peter's river in the Territory of Minnesota," reserves for military purposes "a quarter section on the left bank of the Mississippi river at the present ferry across that stream." The position of that ferry is not indicated on any map in this office; it may be, however, opposite the road indicated on the official plat, of which an extract is herewith transmitted. You are requested to report to this office the quarter section embraced by this provision of the act in order that the same may be reported to the Executive for formal reservation. In case the ferry should be, as conjectured, opposite the road laid down on the accompanying sketch, a technical quarter section is not found in place and therefore it will become necessary to submit for approval the four tracts shaded blue in the enclosed diagram to be described as follows, viz: Lot number 2 containing $32\frac{86}{100}$ acres to lot number 3 containing $38\frac{50}{100}$ acres, the southeast quarter of the northwest quarter containing 40 acres, and southwest quarter of the northeast quarter containing 40 acres, all of section number 21, in township number 28 north of range number 23, west of the fourth principal meridian, making an aggregate of $151\frac{36}{100}$ acres; or possibly you may see reason to prefer lots 1 and 2

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with the southeast quarter of the northwest quarter, making an aggregate of $126\frac{82}{100}$ acres, in either case the selection would be in lieu of a full quarter of 160 acres.

I am, very respectfully, your obedient servant,

JOHN WILSON,
Acting Commissioner.

REGISTER AND RECEIVER,
Stillwater, Minnesota Territory.

LAND OFFICE, STILLWATER, MINNESOTA TERRITORY,
September 19, 1852.

SIR: Your letter of the third instant, in relation to the "Act to reduce and define the boundaries of the military reserve at the Saint Peter's river, &c.," is received. In reply we beg leave to state that in our opinion the quarter section embraced by the provisions of the act referred to, is the one indicated on the diagram enclosed with your letter and described as follows:

Lot number 2 containing $32\frac{86}{100}$, lot number 3 containing $38\frac{50}{100}$ acres, the southeast quarter of the northwest quarter containing 40 acres, and southwest quarter of the northeast quarter containing 40 acres, all of section number 21, in township number 28 north, of range number 23 west, of the fourth principal meridian.

Very respectfully, your obedient servants,

A. VAN VORHES, *Register.*
M. GREENE WILCOX, *Receiver.*

Hon. J. BUTTERFIELD,
Commissioner General Land Office, Washington, D. C.

GENERAL LAND OFFICE,
October 28, 1852.

SIR: The act of 26th August last "to reduce and define the boundaries of the military reserve at the St. Peter's river, in the Territory of Minnesota," provides that "the Secretary of War be, and he is hereby, required to cause the lines of the present military reserve at Fort Snelling, in the Territory of Minnesota, to be contracted so as to embrace" the boundaries set forth in the act.

Much anxiety has been manifested for the completion of the survey of the public lands within the old reserve, and outside of the now reduced limits, but that cannot be done until the outline survey, with which the former will have to be connected, shall have been effected under the authority of the War Department.

It is desired to know whether the outline survey alluded to has yet been ordered, in order that this office, if practicable, may be enabled now to instruct the surveyor general in regard to the other.

Should that survey not yet have been ordered, and should it comport with the views of the War Department so to direct, it is respectfully suggested that the same might advantageously be effected through the agency of Surveyor General Sargent, in connection with his contract for the other work.

I am, very respectfully, sir, your obedient servant,

JOHN WILSON, *Commissioner.*

Colonel J. J. ABERT,
Chief of Topographical Engineers, War Department.

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BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, November 2, 1852.

SIR: I have received your letter of the 28th ultimo. Nothing has yet been done in reference to the survey to which you allude, because the law on that subject is wanting in an appropriation of means by which the survey can be made, and the department has no fund at its control which can be applied to the duty.

Respectfully, sir, your obedient servant,

J. J. ABERT,
Colonel Corps of Topographical Engineers.

JOHN WILSON, Esq.,
Commissioner General Land Office, Washington.

GENERAL LAND OFFICE,
November 8, 1852.

SIR: A communication has been received from Robert Smith, esq., dated 16th ultimo, and addressed from Dubuque, representing that much anxiety exists among the settlers on the reserve at Fort Snelling for the survey of the portion of the lands there situate, outside of the reduced limits, prescribed for that reserve by the act of Congress approved 26th August last.

The act requires that the reduced limits shall be surveyed under direction of the War Department, and until such survey shall have been executed this office cannot act. The chief of the topographical engineers has apprised me that no measures have yet been taken under the act for want of an appropriation. This office had suggested that the survey might be effected under your direction in one and the same contract with the subdivisional surveys. Thus circumstanced the survey must be deferred until next season.

Very respectfully, your obedient servant,

JOHN WILSON, *Commissioner.*

GEORGE B. SARGENT, Esq.,
Surveyor General, Dubuque, Iowa.

GENERAL LAND OFFICE, *January* 4, 1853.

SIR: Agreeably to the request expressed in your letter of the 30th ultimo, there are herewith transmitted, for the information of the War Department, copies of letters marked No. 1 to No. 5, inclusive, which set forth all the action yet taken at this office, under the provisions of the "act to reduce and define the boundaries of the military reserve at the St. Peter's river, in the Territory of Minnesota," approved August 26, 1852.

Very respectfully, your obedient servant,

JOHN WILSON, *Commissioner.*

JOHN POTTS, Esq.,
Chief Clerk War Department.

HEADQUARTERS FORT SNELLING,
Minnesota Territory, October 29, 1852.

COLONEL: By an act passed last session of Congress, to reduce and define the boundaries of the military reserve at the St. Peter's river, it

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is enacted "that the Secretary of War be, and he is hereby required to cause the lines of the present military reserve at Fort Snelling, Minnesota Territory, to be so constructed as to embrace the following boundaries, to wit:

* * * * * * * * *

Reserving further, for military purposes, a quarter section on the right bank of the St. Peter's river, at the present ferry; and also a quarter section on the left bank of the Mississippi river, at the present ferry across that stream."

As no instructions have been received as to the manner in which these quarter sections are to be laid off, and as I am anxious to exclude from the reserve all trespassers, the country being rapidly filled with settlers, I would respectfully recommend the following: That from where the upper shore of Pike island, prolonged, strikes the right bank of the St. Peter's, a line be run perpendicular to the bluff, and the quarter section be laid off above this line, and between the bluff and river bank.

The land on the east side of the Mississippi has been surveyed. At the ferry there is no entire quarter section under that survey that would give the necessary advantages. There are, however, four fractions, No. 1, and Nos. 1, 2, 3, containing respectively 31.37, 54.6, 32.86, and 38.50 acres, making in all 156.73 acres, nearly a quarter section, which would give the control of the ferry, and best suit all military purposes.

There is no disposition of the land at that ferry that would present the same advantages as that mentioned above, and I would earnestly recommend that it be adopted.

I am, colonel, very respectfully, your obedient servant,

FRANCIS LEE,
Brevet Colonel U. S. Army, Commanding Post.

Colonel S. COOPER,
Adjutant General U. S. A., Washington, D. C.

GENERAL LAND OFFICE, *May* 2, 1853.

Some time since the Commissioner of the Land Office addressed the Secretary of War in the matter of the survey for the reduction of the military reservation at Fort Snelling, Minnesota, to be effected by the War Department, preliminary to the survey of the body of public lands lying between the old limit and the new, which are required by the same act to be effected through the agency of this office. The delegate, Mr. Sibley, has been very pressing in his representations of the wants of the settlers in respect to such survey, and urges its completion at the earliest practicable date. No action can be understandingly and regularly instituted by this office until the advices sought for in the Commissioner's letter are at hand; and these circumstances will form the apology for bringing the matter again to the attention of the department.

Very respectfully, &c.,

JOHN M. MOORE,
Principal Clerk of Surveys.

The CHIEF CLERK *War Department.*

LAND OFFICE, STILLWATER,
October 30, 1852.

SIR: A letter from the General Land Office, of the 3d September last, designates "lot No. 2, containing 32.86 acres, lot No. 3, containing 38.50

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acres, the southeast quarter of the northwest quarter, containing 40 acres, and southwest quarter of northeast quarter, containing 40 acres," all of section 21, in township 28, range 23, making an aggregate of 151.36, as the quarter reserved under the act of 26th August, 1852, on this side of the Mississippi. This letter was accompanied by a plat indicating the reserve as above described in blue coloring. By this letter and plat the office here has been governed, and will continue to be governed until otherwise instructed by the General Land Office.

Very respectfully, your obedient servant,

H. PIERSE.

JOHN C. KELTON,
Lieutenant at Fort Snelling.

A true copy:

FRANCIS LEE,
Brevet Colonel United States Army.

FORT SNELLING, MINNESOTA TERRITORY,
November 22, 1852.

COLONEL: I would respectfully suggest that Lieutenant J. H. Simpson, of the topographical engineers, now stationed at St. Paul, six miles from here, be directed to survey, mark, and make out topographical maps of the military reserve of this post, reduced agreeably to "An act to reduce and define the boundaries of the military reserve at the St. Peter's river, in the Territory of Minnesota." I ask it, as I believe that Lieutenant Simpson has now little or nothing to do, the appropriations for roads, &c., in the Territory having failed last session of Congress, and I am very certain that the duty will be executed in a far superior style than it could be done by any other person here.

General Orders No. 29, from the headquarters of the army, Adjutant General's office, Washington, July 26, 1852, requires that "all title papers, maps, plans, and drawings, relating to military lands reserved" * * "for ordnance depots or garrisons, will be collected and transmitted to the Bureau of Topographical Engineers." I would further ask that Lieutenant Simpson be directed to make out one sketch for this post, to be kept here, and others to be transmitted as may be deemed proper.

I will here respectfully refer you to my letter to the Adjutant General of the army, of the 29th ultimo, in relation to this military reserve, and particularly to that quarter section of land on the east side of the Mississippi, where the lands have been surveyed, and again suggest that my recommendation then made as to the location of that quarter section be made up of fractions bordering the river bank. I mention the subject again, because since I wrote you I have received a letter from H. Pierce, esq., from the land office at Stillwater. A copy of it is herewith transmitted. It would seem strange that this location should have been made without any notification to the commanding officer of this post, who of all persons is most interested; it makes me doubt if the Secretary of War has ever given any instructions about it, or even knows of it.

Sir, I have the honor to be, very respectfully, your obedient servant,

FRANCIS LEE,
Lieut. Col. 6th Inf., Brevet Col. U. S. A., Commanding Post.

Colonel S. COOPER,
Adjutant General U. S. Army, Washington, D. C.

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[Endorsement.]

Respectfully submitted to the Secretary of War, in connection with previous reports upon the same subject.

S. COOPER, *Adjutant General.*

ADJUTANT GENERAL'S OFFICE,
December 22, 1852.

ASSISTANT QUARTERMASTER'S OFFICE,
Fort Snelling, March 24, 1853.

GENERAL: I had the honor to receive your letter of the 14th ultimo on the 28th ultimo, just as I was leaving here for the site of the new post.

I returned to this post on the 20th instant, and on the next day visited the old mill and building belonging to the quartermasters' department, and now in possession of the Hon. Robert Smith, and I submit the following as my opinion of the value of the buildings, &c., to the government at the time when Mr. Smith received them:

The old stone grist-mill, the building somewhat dilapidated, the water-wheel worn out entirely, but the other machinery, including two mill-stones, good, was worth	$400 00
The old frame of a saw-mill, greatly decayed, together with the mill irons on it and extra posts, still at this post, mostly worn out, was worth	100 00
The one-story frame dwelling, much decayed, was worth	200 00
Fences and race, much decayed	50 00

Making a total of $750 as the value to the government of all the improvements on the late military reserve at this post, now in possession of Mr. Smith. To him I presume the saw-mill and its irons were entirely valueless, as he could make nothing by repairing them, and he has built a large new mill immediately on top the old one.

I herewith, as directed in your letter, also enclose a map of the reserve of this post as it now exists, with the exception of "a quarter section of land on the right bank of the St. Peter's river, at the present ferry, and also a quarter section on the left bank of the Mississippi river, at the present ferry across that stream," no orders having been received at this post defining the boundaries of these two quarter sections.

The surveyor's lines generally leave fractions along the margins of rivers. These lands are not yet surveyed but it is hardly possible there will be a complete quarter section at either ferry landing.

I respectfully recommend that the 160 acres at each landing be reserved in fractions, keeping as long a line as possible along the banks of the rivers, and that the boundaries be defined and declared at the earliest convenient day, to prevent the encroachment of "squatters" on lands which may afterwards be found reserved.

I have honor to remain, with much respect, your obedient servant,

N. J. T. DANA,
Assistant Quartermaster.

Major General THOS. S. JESUP,
Quartermaster General U. S. Army.

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I respectfully fully concur with Captain Dana in all the foregoing views, estimates, &c.

FRANCIS LEE,
Lieut. Col. 6th Inf., Brevet Col. U. S. A., Commanding Post.

JUNE 4, 1853.

Respectfully submitted to the Secretary of War.

I recommend that the old buildings, &c., be sold to Mr. Smith at the estimate of Captain Dana, within approved by his commanding officer, Colonel Lee.

THOS. S. JESUP.

WASHINGTON CITY, *September* 5, 1857.

DEAR SIR: Before leaving Minnesota I was requested by Mr. Steele, the purchaser of Fort Snelling, to inquire whether the government would receive as security for the future payments of the property any other security than the property itself. Mr. Steele is prepared to give bond with personal security to any amount that would be satisfactory, or if preferred he will deposit State bonds to any amount required. His object in asking this change is to enable him to make a good title to all to whom he may sell small parcels of the reserve.

Very respectfully,

ARCH. GRAHAM.

BALTIMORE, MARYLAND, *March* 2, 1855.

DEAR SIR: I know you are interested in the welfare of Mrs. Hooe, widow of the late Major Hooe, for which reason, and by her request, I address you this letter. It seems that Mrs. Hooe, owing to a protracted lawsuit with the American Fur Company, together with the expenses of educating her daughters, two of them now grown up to womanhood, is under much embarrassment, indeed; she has contended with more than she should have done in justice to her delicate state of health. If she can find means to continue her suit with the company she may ultimately save something handsome from the estate of her father; already she has reduced the claims of the company some $30,000. To enable her to sustain her claims she proposes to ask of you the privilege of the ferry at Fort Snelling on the same terms it has been heretofore given to the sutler at that post, which were to cross the military of the post and all officers and soldiers and their families free of expense, as also at the ferry of St. Anthony. The ferry must have yielded Mr. Steele $1,500 last summer; Mr. Steele is rich and has no special claims to the ferry. Mrs. Hooe, until she could build a small set of quarters, could live in the garrison, there being ample room. Of course the ferry will always be under the control of the commanding officer.

It would be a pity that Mrs. Hooe's lovely daughters should have to live at Prairie du Chien, where there is no society in which they could move, and I may say there will be little chance of marrying off to advantage. The girls are now at Fredericksburg, Virginia, and will return to the mother with the Hon. Mr. Rice, of Minnesota.

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I am deeply interested in the success of Mrs. Hooe against the Fur Company. She is an extraordinary woman, gifted of indomitable perseverance, and has, through all her troubles and poverty, sustained an irreproachable character. She expressed to me how much she was indebted to you for kindness, and the delicacy she felt in asking anything more. Now, if she gets the privilege of the ferry, it will be most fortunate for her and her family, and I pray you to take the matter under consideration.

Mrs. Hooe's son, Seymour, after being found deficient at West Point, shipped at New York as a common sailor and is now in California, and, as I learn, not doing much.

Excuse this liberty I have taken, and believe me, very truly and respectfully, your friend and obedient servant,

CHAS. McDOUGALL.

Hon. G. DAVIS.

QUARTERMASTER GENERAL'S OFFICE,
Washington City, April 3, 1855.

MAJOR: Enclosed is a letter to the Secretary of War from Mr. Charles McDougall, requesting that the privilege of the ferry at Fort Snelling may be given to Mrs. Hooe on the same terms it has been given to the sutler of that post. Act in the matter as you may think best for the service; but if consistent with public interests give the privilege to Mrs. Hooe, the widow of an officer of the army.

I am, sir, &c.,

TH. S. JESUP,
Quartermaster General.

Major D. H. VINTON,
Quartermaster U. S. A., St. Louis, Missouri.

PRAIRIE DU CHIEN, *August* 14, 1855.

DEAR DOCTOR: I have this day received a letter from the quartermaster at St. Louis, informing me that he had submitted to the Quartermaster General all the correspondence of Major Sherman on the subject of his objections to my having the ferry privileges at Fort Snelling, and in answer that he should refer it to the Secretary of War.

Next month the time of notice given to Mr. Steele expires, and the time is short to have the matter settled and give me time for my arrangements if I succeed in retaining the privileges. If there should be any possibility of my getting a lease from the United States for a certain number of years, (say 10, more or less,) I would consider it a safety against further interferences. Major Vinton advises me to counsel with you on the subject, as it would not be proper for him to do so, and an early answer from you in relation to this matter will be deemed a great favor.

For the last week great excitement has been created concerning the the depot location, but nothing effected yet. The railroad company's agents are trying to get a reduction in the prices of the property over the slough, mine particularly, and if they will only be reasonable I perhaps will reduce it. Should I make a good sale you will probably see us this winter, provided I can obtain a leave of absence or six months' fur-

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lough. Josephine acknowledged for me your last and very kind letter, and we all feel very anxious to hear from yourself and family, not forgetting Georgie and hers, as you must ere this have heard from her. Poor Seymour, I do not hear from him, he may have gone to Mexico. The prairie this far has been healthy. Josephine and Em. are more reconciled to this place, particularly if there should be a prospect of being absent from it this winter. Harriet's health has much improved, and I complain the least. Our love for Mrs. McDougall and family. Mr. and Mrs. Fay unites with us in sending their kindest regards, and hoping to hear from you all very soon I remain, most truly, your friend,

EMILIE R. HOOE.

BALTIMORE, MARYLAND, *August* 31, 1355.

MY DEAR SIR: Mrs. Hooe, the wife of late Major Hooe, United States army, writes me that Major Sherman at Fort Snelling strongly opposes her having the ferry which had been given her by the quartermaster at St. Louis, and with what reasons I cannot imagine. I suppose the privilege of the ferry had been given to her by the Secretary of War, as it would yield her something to support her family. The ferry heretofore had been given to the sutler, he is now wealthy, Mrs. Hooe is poor, besides, she has three daughters now of sufficient age to go into society—at Prairie du Chien they have not one associate. Mrs. Hooe, as a business woman, is equal to anybody in that country, and of great force of character. She has been contending with adversity, and deserves consideration.

In conversation with Colonel Taylor, he advised my writing to you on the subject, and so I have done. Sherman does his heart no credit in the matter, and I trust she will be permitted to have the ferry. I know she will have it conducted as well as anybody else.

My sick list is somewhat on the increase, and have had several cases of typhoid fever.

With kind regards to Mrs. W. and family, I remain your friend and obedient servant,

CHARLES McDOUGALL.

Dr. R. C. WOOD,
United States Army.

[Endorsement on above.]

WASHINGTON, *September* 3, 1855.

Letter from Surgeon C. McDougall, United States army, in reference to the privilege of a ferry in Minnesota Territory for Mrs. Hooe, widow of Major Hooe, late of the army. Respectfully referred to the favorable consideration of the Secretary of War.

R. C. WOOD,
Surgeon United States Army.

With letter of Mrs. Hooe, referred to the Quartermaster General for report.

JEFFERSON DAVIS,
Secretary of War.

SEPTEMBER 5, 1855.

QUARTERMASTER GENERAL'S OFFICE,
September 21, 1855.

Respectfully returned to the Secretary of War.

On the 3d of April last, Surgeon McDougall's letter of the 2d of March

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to the Secretary of War, referred to this office without instructions, was sent to Major Vinton, quartermaster at St. Louis, with directions to act in the matter as he might think best for the service; but if consistent with the public interests to give the privilege to Mrs. Hooe, the widow of an officer of the army. It appears that Major Vinton took proper measures to ascertain the facts, decided to give the privilege to Mrs. Hooe, and sent the necessary instructions to the acting assistant quartermaster to give the proper notice to the present occupant, and establish Mrs. Hooe in all the rights and privileges of the two ferries, &c., but that he was thwarted in his instructions by Brevet Major T. W. Sherman, the commandant of Fort Snelling. See his letter dated June 12, and its enclosures.

The original letter of Surgeor McDougall having been referred to Major Vinton, and not being returned it was sent for and returned by him on the 28th June last. The papers have been on file since, and no action had upon them. They are herewith submitted. What action the Quartermaster General had intended to have upon them I am unable to state.

Respectfully submitted:

CHARLES THOMAS,
Acting Quartermaster General.

ADJUTANT GENERAL'S OFFICE,
Washington, November 17, 1855.

SIR: By direction of the Secretary of War I transmit to you herewith a letter addressed by Major Vinton, quartermaster at St. Louis, under date of June 12, 1855, to the Quartermaster General, and the several papers therein enumerated, all in relation to the lease of the ferry at Fort Snelling. The matter is referred to you for a report and such action in the case as you may deem advisable.

I am, sir, very respectfully, your obedient servant,

S. COOPER,
Adjutant General.

Colonel E. B. ALEXANDER,
Tenth Infantry, Commanding Fort Snelling.

HEADQUARTERS, FORT SNELLING, M. T.,
January 14, 1856.

SIR: I have the honor to acknowledge the receipt of your communication of the 17th November, 1855, with its enclosures. The following report is respectfully submitted in obedience to the orders of the Secretary of War, after a careful examination of all the circumstances that have appeared to me to have any bearing on the case:

I assume that the government must have entire command and control over the ferries across the Mississippi and Minnesota rivers at this place, whether they are operated by its own men and means or through the agency of a contractor. They are now worked by contractors, and the question presented to me is this, "Do the interests of the service require a change in the contractors." By the terms "interests of the service" I mean the conditions of a safe and commodious passage at all times of all public persons and property, which requires that the ferries shall always be in

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good condition, no matter what may be the season or the state of the river, or some means of crossing equally good when the ferries cannot be operated. This requires capital and the hire of men to do the work necessary to manage the boats, besides rendering it necessary to have on hand a supply of spare implements to replace losses or repair damages. The present contractors are men of means and well known in the country for energy and promptness in their business. The ferries under their charge are admitted to be carried on in the best manner, no delay is experienced in crossing, accidents are seldom met with, damages immediately repaired, and a free passage secured over the suspension bridge at the Falls of St. Anthony when it is most convenient to take that route. I am satisfied that no better system is desired or could probably be obtained, and that the interests of the public service therefore require no change in the contractors.

As the application made to the Secretary of War is particularly in favor of Mrs. Hooe, the widow of an officer of the army, I beg leave to express my opinion that Mrs. Hooe is mistaken in wishing to exchange her present position for that of manager of the ferries at this place, both in a social and pecuniary point of view. Unless she occupied quarters in the fort, a contingency at present impossible and not to be counted on, there would be very little more society than there is at Prairie du Chien, while the profits of the ferries are not much greater than those of her present position, besides being very precarious.

But as everything is situated, and after what I believe to be a conscientious examination of all that is material in the case, I will avail myself of the authority conveyed in the endorsement of the Hon. Secretary of War, and continue the ferries under the present management until further directed. The enclosed papers are respectfully returned.

I am, sir, very respectfully, your obedient servant,

E. B. ALEXANDER,
United States Army.

Colonel S. COOPER,
Adjutant General U. S. A.

[Endorsement.]

Respectfully referred to the Quartermaster General with all the papers in the case.

S. COOPER,
Adjutant General.

ADJUTANT GENERAL'S OFFICE,
January 30, 1856.

QUARTERMASTER'S OFFICE,
St. Louis, April 10, 1855.

SIR: I have to request that you will inform me of the nature and terms of the privilege of running the ferries between Fort Snelling and the opposite banks of the Mississippi and the Minnesota, and also whether the right of letting the ferry at St. Anthony is vested in the United States. Please state who the present proprietor or proprietors of the ferries are; how long they have enjoyed the privilege, and whether there is any limit; if so, when does the privilege expire?

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These inquiries are preliminary to the laying before you certain papers from the War Department bearing on the subject above referred to.

Very respectfully, your obedient servant,

D. H. VINTON,
Major and Quartermaster.

Lieutenant JOSEPH STEWART,
Third Reg't Artillery U. S. A., Com. Fort Snelling, M. T.

A true copy:

D. H. VINTON,
Major and Quartermaster.

FORT SNELLING, MINNESOTA TERRITORY,
April 21, 1855.

MAJOR: Yours of the 10th instant, relative to the ferries at this post, has been received.

The exclusive privilege of running a ferry across the Minnesota is secured to Mr. Henry H. Sibley for an indefinite period, by a contract entered into on the 15th of December, 1852, between Captain N. J. T. Dana, assistant quartermaster, and the said Sibley.

By the terms of this contract the said Sibley is bound to keep a good rope ferry, the boat to be capable of carrying a four-horse wagon and load, "and to give free and speedy passage at all times to all persons belonging to or in the employ of the army of the United States, to the personal property of such persons, and to all property belonging to any and all departments of said army."

The 3d article of the contract fixes the charges to be made for ferriage in the case of those not embraced in the 2d article, from which the above is extracted. The 4th article provides that either party may withdraw from the contract by giving three months' notice to the other party. In January, 1849, a tripartite contract was entered into between Captain Dana and Mr. Franklin Steele and Mr. Samuel J. Findley, by which the ferry privilege at the falls of St. Anthony was secured to said Steele, and that at the fort across the Mississippi was secured to said Findley.

The terms of this contract are similar to those of Mr. Sibley's contract, with these exceptions: the boats to be kept are to be capable of taking a two-horse wagon loaded, and the ferry at the falls is to be at the service of the army and those connected with it, "at any and all times between sunrise and sunset." The contract provides that said Findley is to pay Steele certain charges for all free ferriage furnished to the army, &c., at the upper ferry. This contract is for an indefinite time, and either party can withdraw after three months' notice to the other two parties. This contract does not provide that the ferries shall be rope ferries. A supplementary contract was made on January 1, 1850, between Captain Kirkham, acting assistant quartermaster, and said Steele, by which, Findley giving up his ferry, Steele is to keep both ferries upon the terms before set forth, and to keep rope ferries, and to improve the road leading from the ferry up the hill on the east side of the river opposite the fort, the contract to continue for two years. Upon this contract is an endorsement dated September 12, 1851, and signed by Captain Ruckner and Mr. Steele, by which it is agreed that the contract shall continue in force for two years from January 1, 1851, "it being distinctly understood by the parties that the United States is to have free passage across both ferries for all troops, stores, munitions, or any public property, and that like free passage is to be given to any and all persons, with their property,

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&c., connected with the military and resident on the reserve by the permission of the commanding officer." Another endorsement dated March 10, 1854, and signed by Mr. Steele and Colonel Lee, commanding, provides that the contract shall be continued indefinitely or until the withdrawal of either party after three months' notice. This further provides that in consideration of the privilege of the ferry at Fort Snelling, "Franklin Steele agrees to ferry or to pass across the bridge, should there be one, at St. Anthony's falls, all the troops or United States property as stated in the foregoing contracts, free of charge, so long as he may hold the ferry."

The ferry at St. Anthony has been superseded by the suspension bridge, though the former is in operation temporarily while the bridge is undergoing repairs. I believe the land on both sides of the river at the falls has been sold to individuals, and the right of letting the ferry is no longer vested in the United States. The military reserve as reduced a few years ago does not reach within some five miles of the falls.

The ferry across the Mississippi is run by the force of the current; that across the Minnesota is run by hand. The boat in use at the former is capable of taking a four-horse wagon or two two-horse wagons at once.

I am, major, very respectfully, your obedient servant,

J. STEWART,
First Lieut. 3d Artillery, Commanding Post.

Major D. H. VINTON,
Quartermaster United States Army.

QUARTERMASTER'S OFFICE,
St. Louis, April 28, 1855.

MADAM: I have been authorized by the Quartermaster General to confer upon you the ferry privileges at Fort Snelling, on the Mississippi and Minnesota rivers, provided that it be not incompatible with the public interests. Those ferries are in charge of certain parties who hold the privileges by contracts with officers of the army, for indefinite periods, respectively, but with a condition that either party may withdraw from their agreement upon giving three months' notice of such intention.

My present object is to ascertain, before I give any such notice, whether you are desirous of taking the ferries; and if so, when you will be prepared to enter upon the charge. I presume you will desire to examine into the matter and of the possibility of procuring the boats and other appliances for running the ferries from the present contractors. I shall cheerfully await your wishes, and will be pleased to aid you in any manner you may point out. I ought to state, that it has been upon the favorable consideration of the Secretary of War of Doctor McDougall's application in your behalf that has caused this result.

I remain, madam, very respectfully, your obedient servant,

D. H. VINTON,
Major and Quartermaster.

Mrs. EMILIE R. HOOE,
Prairie Du Chien, Wisconsin.

A true copy:

D. H. VINTON,
Major and Quartermaster.

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PRAIRIE DU CHIEN, *May* 7, 1855.

SIR: Your favor dated April 28 was received on the 5th instant. In relation to the ferry privilege at Fort Snelling, which is kindly offered for my acceptance, I would say that I would gladly accept, but deem it more prudent to inquire into the amount of property to be purchased, and the price put upon it, and for that reason I send up a friend to inquire into the matter, after which I will report to you immediately I have no doubt I can obtain assistance.

Permit me to say that the public convenience and interests would at all times be first attended to, should I take charge of the ferry at Fort Snelling. In the mean time accept my thanks for your kind offer of aid.

I employed according to your order, counsel to defend the title of the United States to Fort Crawford, and forwarded to you their agreement, and should say that not being entirely able to decide which of the two counsels was the best, I deemed it safer to employ both.

Yours, most respectfully,

EMILIE R. HOOE,
Agent in charge of Fort Crawford.

Major D. H. VINTON.

PRAIRIE DU CHIEN, *May* 20, 1855.

SIR: I have received all the information necessary relating to the ferry privileges at Fort Snelling, and am pleased to say that I will accept the charge, and will be fully prepared to do so by the expiration of three months, the time allowed to notify the present contractors. To-morrow week the court term will open at this place. Please to send me instructions concerning the payment of fees in the case against government at this place.

Yours, most respectfully,

EMILIE R. HOOE,
Agent in charge of Fort Crawford.

Major D. H. VINTON.

QUARTERMASTER'S OFFICE,
St. Louis, May 25, 1855.

MADAM: I have received your letter of the 20th instant.

I will give notice to the commanding officer at Fort Snelling of the views of the Secretary of War concerning the ferry privileges at Fort Snelling as soon as I can find leisure. It will take some time to get an answer, but I will apprise you of it as soon as it shall be received from him.

* * * * * * * *

In haste, but most respectfully,

D. H. VINTON,
Major and Quartermaster.

Mrs. EMILIE R. HOOE,
Fort Crawford, Prairie du Chien.

A true extract copy:

D. H. VINTON,
Major and Quartermaster.

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QUARTERMASTER'S OFFICE.
St. Louis, May 25, 1855.

SIR: I enclose herewith copies of letters from the Quartermaster General and Surgeon Chas. McDougall, with the endorsement of the Secretary of War, from which you will perceive that the ferry privileges on the Mississippi and Minnesota rivers at Fort Snelling are granted to Mrs. Emilie R. Hooe. Mrs. Hooe has accepted the offer, and you will give the three months' notice required by the stipulations with the present contractors of the withdrawal of the United States from the contract, and establish Mrs. Hooe in all the rights and privileges of the two ferries, through the process of a new contract. Please confer with the commanding officer of Fort Snelling on this subject, and exhibit to him this and the enclosed letters, and advise me as soon as practicable of your action in the case, in order that I may give Mrs. Hooe timely notice for the taking possession of the ferries.

I am, sir, very respectfully, your obedient servant,

D. H. VINTON,
Major and Quartermaster.

ACTING ASSISTANT QUARTERMASTER U. S. ARMY,
Fort Snelling, Minnesota Territory.

A true copy:

D. H. VINTON,
Major and Quartermaster.

FORT SNELING, MINNESOTA TERRITORY,
June 4, 1855.

MAJOR: Your letter of May 25, and its enclosures, relative to the ferries at this post, were duly received and laid before the commanding officer, who has returned them to me accompanied by certain remarks, a copy of which is herewith enclosed. In obedience to the instructions contained in these remarks I have not given the notice of withdrawal from the contracts to the present lessees of the ferries, nor shall I do so until I shall have heard from you again on the subject.

I am, major, very respectfully, your obedient servant,

J. STEWART,
First Lieut. 3d Artillery, A. A. Quartermaster.

Major D. H. VINTON,
Quartermaster United States Army.

FORT SNELLING, M. T., *June* 2, 1855.

I have examined the enclosed papers as presented to me by Lieutenant Stewart, acting assistant quartermaster of the post, and am compelled to disagree with Major Vinton in his construction of the endorsement of the Secretary of War and the Quartermaster General. The appointment of Mrs. Hooe, as I observe it, has been left with Major Vinton, in case it may be consistent with the public interest. I regret that Major Vinton did not think proper to first consult with the commanding officer of this post before acting in the matter.

The ferries at this post are matters of great importance, and the interest of the public service demands the means and facilities of crossing them at all times, unthwarted by any moral as well as physical obstacles.

This post, confined between the rivers Mississippi and St. Peter's, and lying at their junction, has no debouch into the Indian countries, except

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over these difficult and rapid streams. These debouches are four in number, viz., one across the Mississippi at the fort, one across the same river at St. Anthony, one across the St. Peter's at the fort, and the other across the latter river at Shakopee, some 20 miles above the fort.

The contracts as they now stand give the army free and speedy passage at all times over the three first ferries, though but two of them are within the exclusive control of the United States. The one at St. Anthony being wholly, or in great part, owned by the lessee of the lower Mississippi ferry, is, I believe, within his complete control, and, therefore, from the terms of the contract, can be commanded by any commanding officer of troops at any time. The lessees of the two ferries are efficient and responsible men, and would have been changed ere this were they not so. The lessee of the Mississippi ferry has been at much expense this spring in widening the difficult road-way up the left bank of that ferry. The improvements at this point have all been made by him, and the recent widening of the very dangerous road-way, not yet entirely completed, was commenced at my request, with the implied understanding that the contract would not be recalled by the commanding officer, at least for some time, thereby giving said lessee an opportunity for a fair remuneration for his outlay.

The qualifications of Mrs. Hooe, or those of any other lady, I consider vastly unequal to the care and responsibility of these ferries.

On the above grounds alone I respectfully, but emphatically, disapprove of the proposed arrangement, and beg that Major Vinton will reconsider the interest of the public service, and see cause to recall his instructions to the acting assistant quartermaster of this post; at any rate, in consideration of the importance of the subject, and believing it will be to the interest of the service, the acting assistant quartermaster will suspend action in the case until Major Vinton is made acquainted with the views of the commanding officer of this post. Should Major Vinton still consider it to be consistent with the public interest, I have to request that, in order to prevent *some* of the difficulties that will surely arise, the contracts be made and signed by both parties, supported by a bond with sufficient sureties, before the two present lessees are notified of the withdrawal of the United States from the contracts, not hereby inferring, however, that I shall then approve of the contract, for I cannot do so. I merely hint towards the interest of the United States in this matter.

I would like here to stop, but the subject is one of delicacy. Mrs. Hooe being the widow of an officer of the army she and her family have my liveliest sympathies, and I would do anything for them consistent with my duty and the interest of the service, and my feelings are much relieved in this matter when I understand, as I recently have unofficially, that through the valuable and kind influences of our distinguished Lieutenant General commanding the army, and the efficient and distinguished head of the quartermaster's department, this lady is already in receipt of a regular pension, is the postmistress of Prairie du Chien, and is besides a recipient of a regular salary for the charge of Fort Crawford.

But the grounds of this appointment, as stated and entertained in the application of Surgeon McDougall, (which application is one of the papers herewith enclosed, sent from the War Department through an offical channel, to guide me in my conference with the acting assistant quartermaster of this post,) are, to me, of a most novel and extraordinary character, and in justice to myself as an officer of the army and citizen of the United States, as well as to the service itself, I respectfully

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but firmly decline conferring with the quartermaster or any other functionary on the subject of endowing any person with a public office on the grounds therein entertained. My habits, my education, my principles, my views of sound republican government, my ideas of justice, all, not only forbid me entertaining the question, but give me an utter horror of such an application as that made for Mrs. Hooe, (and presented for my examination and conference;) a horror, too, of such influences as such a letter is calculated both to imply and to inspire.

T. W. SHERMAN,
Brevet Major U. S. A., Commanding Post.

A true copy:

J. STEWART,
Lieutenaut and A. A. Gen.

QUARTERMASTER'S OFFICE,
St. Louis, June 12, 1855.

GENERAL: I duly received your letter of the 3d of April last, enclosing a letter from Surgeon Chas. McDougall, with your endorsement and that of the Secretary of War thereon, authorizing the privilege of the ferry at Fort Snelling to "be given to Mrs. Hooe on the same terms as it has been given to the sutler of that post."

As the proposition has been opposed by Major Sherman, commanding at Fort Snelling, I think it but proper to submit to you all the correspondence in the matter, consisting as follows:

1. My letter to Lieutenant Stewart, the commanding officer at Fort Snelling, with his reply, marked A.
2. My letter to Mrs. Hooe, with her reply marked P.
3. My letter to Mrs. Hooe marked C, enclosing her acceptance of the privilege.
4. My letter to the acting assistant quartermaster at Fort Snelling, with his reply, enclosing Major Sherman's remarks upon a reference to him of your instructions by Lieutenant Stewart, marked D.

You will observe that I have moved very cautiously in this matter, and that nothing has been done to "horrify" any one.

I have the honor to be, most respectfully, your obedient servant,

D. H. VINTON,
Major and Quartermaster.

Major General T. S. JESUP,
Quartermaster General U. S. A., Washington, D. C.

[Endorsement.]

Let the papers be referred to Colonel Alexander for report and such action as in his discretion may seem proper.

JEFFERSON DAVIS,
Secretary of War.

NOVEMBER 14, 1855.

WASHINGTON, *January* 7, 1856.

SIR: I have the honor herewith to transmit a letter from the reverend Joseph Cretin, bishop of St. Paul, and also two maps showing the situation of the Catholic Church and burying ground on the ferry reservation

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at Fort Snelling. They are on the east half of fraction number 1, section 28. This fraction contains 47 $\frac{70}{100}$ acres. The reverend Mr. Ravoux has made large improvements and his congregation are anxious that the church should obtain a title to the land. I respectfully submit the case to the honorable Secretary of War in hopes that he will, under act of 3d March, 1843, convey the same or so much as may be necessary to enable Mr. Ravoux to control the church and graveyard. Should the honorable Secretary be of the opinion that the act referred to is not sufficient, and should he see no objections to a part of said fraction being conveyed to the Catholic Church, I will be obliged for a report to that end, that I may apply to Congress for relief, which, with the concurrence of the War Department, I doubt not will be granted.

With great respect, your obedient servant,

HENRY M. RICE.

Hon. JEFFERSON DAVIS,
Secretary of War.

SIR: I have the honor to send to your excellency through the kindness of our worthy representative, (Minnesota,) H. M. Rice, the map of the ferry reservation near Fort Snelling and the town of Mendota, to have an error corrected, which error was committed by the late surveyor of the government, and takes away from an old and respectable priest his house and an old church, besides from a numerous Catholic congregation a new stone church and a graveyard. This piece of land was assigned by the first settlers of this place and by Colonel Lee to the Very Reverend Mr. Ravoux, living on that spot these 15 years. It comprises 25 acres. The honorable Mr. Sibley had also a part of his land into the reservation through the same mistake, but having applied to taken your excellency last winter on that subject, he was told that such error should be repaired, provided the map be presented to him, and you promised to have the signature of the President.

Hoping to have soon the opportunity to express to your excellency my gratitude, I attest now that I am, with the highest esteem and respect, your humble servant,

JOSEPH CRETIN,
Bishop of St. Paul, Minnesota.

His Excellency Mr. DAVIS,
Secretary of War, Washington.

[Endorsement.]

QUARTERMASTER GENERAL'S OFFICE,
January 22, 1856.

Respectfully returned to the Secretary of War.

The act of Congress referred to (3d March, 1843) is supposed to be that on page 611, vol. 5, Statutes at Large, which authorizes the Secretary of War to cause to be sold "all such dwelling-houses, workshops, and other buildings belonging to the United States as have been or hereafter shall be erected for the use of their agents, teachers, farmers, mechanics, or other persons employed among the Indians, when the lands on which the same are erected shall have become the property of the United States and are no longer necessary for the purposes aforesaid," and authorizes a conveyance of the grounds, &c.

It does not seem that the act referred to applies to cases such as this.

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There is an act, 26 March, 1852, to reduce and define the bounds of the military reservation at Fort Snelling. After defining the general limits of the reserve, it reserves "further, for military purposes, a quarter section on the right bank of the St. Peter's river at the present ferry, and also a quarter section on the left bank of the Mississippi river at the present ferry across that stream." The church and burying-ground appears to be on the *ferry reservation*, made by instructions from the Commissioner of the General Land Office on the 16th March, 1852, to the surveyor general at Dubuque.

By order:

CHARLES THOMAS,
Deputy Quartermaster General.

MENDOTA, *April* 17, 1856.

DEAR SIR: When I was at the capital I had an interview with the Secretary of War, in which I mentioned a subject which is of much interest to the people residing at Mendota and its vicinity, but in consequence of the very short time allowed me for an explanation, there being several persons present, I do not believe he exactly understood the bearings of the question. By act of 1852, reducing the reserve, the Department of War was authorized to retain jurisdiction over a quarter section of land on the south side of the Minnesota river for ferry purposes. Lieutenant Abert was sent out to make a survey, which duty he performed; but in consequence of the representations of John Wilson, then Commissioner of the Land Office, that survey was set aside, and the line of the reserve made to accord with the general government survey, which gives upwards of 185 acres to the fort instead of 160, and cuts off Mendota entirely from the steamboat landing, while it takes in the land upon which the old and new Catholic churches are built, as well as some other buildings, and the effect of a change of line has been very injurious to Mendota, while it has not retained anything of importance for the military post. In fact the first survey was made under the immediate direction of Colonel Lee, then commandant. Colonel Davis told me in 1854 that it was entirely competent for the President to order a change so as to make the ferry reservation conform to the original line, and if you can effect anything in the way of bringing that about, you will confer a favor, not only on myself personally, but upon all who have any interest in Mendota or in the neighborhood. I learn that the map containing the description of the land between the old and new lines is in your possession, in which case you will at once perceive that the reservation is worthless to the garrison, but is of great importance to Mendota.

Yours, very respectfully,

H. H. SIBLEY.

Hon. H. M. RICE, M. C., *Washington City.*

HOUSE OF REPRESENTATIVES,
May 2, 1856.

I believe that the first survey was set aside for the sole purpose of making the reserve conform to legal subdivisions, and without any reference to the convenience of the fort or to the rights of citizens settled upon lands properly belonging to Mendota. I hope the old survey may be substituted as recommended by honorable H. H. Sibley.

H. M. RICE.

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MENDOTA, *April* 17, 1856.

HONORABLE SIR: I request you to excuse me for taking the liberty of writing to you. I am a missionary, who, for several years, have been a resident, at a short distance from Fort Snelling, Minnesota Territory, on the St. Peter's or Minnesota river. I write to you to ask you a favor, by which many will be indebted to you, and I hope that Almighty God will reward you for your good deed towards a numerous congregation of Christians and a missionary who has been 18 years in the United States.

You know, sir, that about 220 acres of land were granted by Congress to be bought at government price, $1 25 an acre, and that a portion of land was reserved for the use of the ferry of Fort Snelling, near Mendota. It is now three years since Colonel Lee, then commanding officer at Fort Snelling, marked the line of reservation, and that one officer, sent by government, surveyed that portion of land according to his direction. But a few months after the line of reservation was changed, and were enclosed in the new one my dwelling-house and my chapel, which were erected 14 years ago, my new church, (a stone building,) my garden, and a graveyard that was fenced many years ago. Having been informed that you could help us in having the line replaced where it was before, please have the kindness to do it, and you will oblige us very much.

A. RAVOUX, *Vicar General.*

Hon. JEFFERSON DAVIS,
Secretary of War.

WASHINGTON CITY, *April* 23, 1856.

Is acceptable.

FRANKLIN STEELE.

WASHINGTON, *April* 24, 1856.

SIR: I have the honor to infold a proposition for the purchase of the military reservation at Fort Snelling. The reservation is large, and, situated as it is in the midst of our heavy settlements, is a very great detriment to the growth of the country.

I infold Mr. Steele's letter to me, and will express the wish that the honorable Secretary of War will give an early response.

With great respect, your obedient servant,

HENRY M. RICE.

Hon. JEFFERSON DAVIS,
Secretary of War.

WAR DEPARTMENT,
Washington, May 6, 1856.

SIR: I duly received your letter of the 24th ultimo, enclosing an offer of Mr. Franklin Steele to purchase the military reservation at Fort Snelling at $15 per acre.

In reply, I have to say that the reservation is still needed for military purposes, and Mr. Steele's offer cannot therefore be entertained. His letters to you are herewith returned.

Very respectfully, your obedient servant,

JEFFERSON DAVIS,
Secretary of War.

Hon. H. M. RICE,
House of Representatives.

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MAY 3, 1856.

Respectfully returned to the Secretary of War. The offer made for the lands at Fort Snelling is far below their value; but it is more than they would probably bring at public sale, banded together as the speculators are reported to be in the northwest for the purpose of obtaining all public property at less than its value.

The site is no longer of any value as a position of defence. Its only value now is as a depot of supplies for the frontier posts in advance of it. If the lands be sold the fort, wharf, and the ground between the fort and the water, with about 150 acres, should be retained for public use, not temporarily, but in fee.

THOS. S. JESUP,
Quartermaster General.

P. S.—I have been informed to-day that a higher bid may be expected.

THOS. S. JESUP,
Quartermaster General.

WASHINGTON, *September* 25, 1857.

SIR: Mr. Franklin Steele, the purchaser of the Fort Snelling reservation, being anxious, without further delay, to make immediately available at least a portion of his recent investment, and having already paid one-third of the entire amount of the purchase money, requests that you will execute a deed vesting in him the title to one-fourth of his purchase, say 2,000 acres.

Very respectfully,

ARCHIBALD GRAHAM,
For FRANKLIN STEELE.

WASHINGTON CITY, *January* 16, 1858.

SIR: I am directed by the special committee appointed by the House of Representatives to investigate the facts and circumstances connected with the sale of the military reservation at Fort Snelling, to request you to furnish said committee with the information indicated in the following resolution, viz:

Resolved, That the chairman be requested to ask the Secretary of War to transmit a copy of the contract for the sale of Fort Snelling reservation, map of its survey, the kind, value and extent of improvements made on it by the government or by private persons, the report of the agents of the government to the department on the subject of said sale, the amount of payment to the government on account of it, when made, and the act and time of confirmation, and the whole construction account of the fort made by the department up to the time of sale; and that he be further requested to communicate letters or other information from officers connected with the military service made before the sale in regard to its propriety.

I have the honor to be, very respectfully, your obedient servant,

H. C. BURNETT, *Chairman.*

Hon. JOHN B. FLOYD,
Secretary of War.

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THIRTY-FOURTH CONGRESS, FIRST SESSION—SENATE BILL No. 349.

IN THE SENATE OF THE UNITED STATES, JUNE 23, 1856.

Mr. Jones, of Tennessee, from the Committee on Military Affairs, submitted a report, (No. 193,) accompanied by the following bill; which was read and passed to a second reading:

A BILL for the relief of Jean B. and Pelagie Fairbault, of the Minnesota Territory.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to pay to Jean Baptiste Faribault and Pelagie Faribault, his wife, the sum of twelve thousand dollars, with interest thereupon from the twelfth March, eighteen hundred and thirty-nine, in full payment of their claim to the island at the confluence of the Mississippi and St. Pierre rivers, in fulfilment of a contract entered into with them for that purpose.

THIRTY-FOURTH CONGRESS, FIRST SESSION—REPORT COMMITTEE No. 193.

IN THE SENATE OF THE UNITED STATES.

Mr. Jones, of Tennessee, made the following report, (to accompany bill, S. 349:)

The Committee on Military Affairs, to whom was referred the memorial of Jean Baptiste Faribault and Pelagie Faribault, his wife, having had the same under consideration, report:

The ninth section of the Indian appropriation act, of the last session of Congress, authorized the Secretary of War to pay to J. B. and P. Faribault $12,000, in fulfilment of a contract entered into with them in 1839, for the purchase of an island at the confluence of the Mississippi and St. Peter's rivers, now a part of the military reserve at Fort Snelling, provided that he should be satisfied with the validity of their title, &c. The money thus appropriated has not been paid, because, as the Secretary states, they have produced no evidence of title in them.

Hence, it is again brought before Congress, and the committee have again examined it carefully, and here report the result of their investigation.

In 1820, while the memorialists were living upon this island as their home, the Sioux Indians, to which tribe Mrs. Faribault belonged, conveyed to the United States, for military purposes, a large tract of land between the Mississippi and St. Peter's rivers, and reserved to the memorialists the small island at the confluence of these rivers. The deed making this conveyance and reservation was executed in the most solemn manner, signed and sealed by twenty-five Indians, and witnessed by ten persons, Colonel Leavenworth being one of them, and it fully recognizes Mrs. Faribault's ownership of the island in question. In 1837 these same Indians more formally, by treaty, conveyed these lands to the United States, but as the treaty embraced the Faribault island the Indians *refused to sign it until they were assured by the Secretary of War* that Mrs. Faribault's claim to the island should not be prejudiced thereby, and in an official letter, dated August 12, 1840, Mr. Poinsett says:

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WAR DEPARTMENT,
August 13, 1840.

SIR: I have the honor to acknowledge the receipt of your letter from Lancaster of the 27th ultimo, and to assure you that the pressure of business consequent upon the adjournment of Congress alone prevented my doing so earlier. I recollect perfectly what passed during the progress of the negotiation of the treaty with the Sioux, and that *I assured you that the rights of Pelagie Faribault to the island in question should not be prejudiced by their not being inserted in the treaty.*

These rights have always been considered as if they had been mentioned in that instrument, and you are aware that I signed a conditional contract under the authority of Congress, to extinguish them on the payment by government of a certain sum, provided Congress sanctioned it.

I subsequently addressed a letter to the committee of the Senate, setting forth my opinion of the value of the island and of its importance to the military post at Fort Snelling; in consequence of which a bill was introduced to provide for carrying the contract above mentioned into effect. *I entertain no doubt of the passage of that bill, and believe it was delayed only for want of time. I therefore regard the contract as existing, and advise the parties to await the further action of Congress.*

With the very restricted means at its disposal the department does not feel authorized to take the measures you propose in relation to the Sioux half-breed lands this season.

J. R. POINSETT.

S. C. STAMBAUGH, Esq.,
Lancaster, Pennsylvania.

On the 13th of February, 1839, Congress passed a joint resolution authorizing the Secretary of War "to contract with J. B. & Pelagie Faribault for the purchase of the island at the confluence of St. Peter's and Mississippi rivers, and to report his proceedings to Congress, subject to their approbation or rejection." In compliance with the authority thus granted, the Secretary of War, on the 12th day of March, 1839, entered into an agreement in writing with the attorneys of the petitioners for the purchase of the island for the sum of $12,000, and asked from Congress an appropriation for that amount, to enable him to make the purchase, but the requisition was made too late for the action of Congress.

In January, 1840, the Secretary of War communicated to Congress the contract entered with the representatives of the Faribaults, in conformity with the requirements of the joint resolution of February 13, 1839, and in July, 1840, in a letter addressed to the Senate military committee, the Secretary says: "In my opinion, the possession of the island at the confluence of the Mississippi and St. Peter's rivers is necessary to the police discipline and security of the post on the upper Mississippi."

"From the testimony of disinterested persons, I consider the value of that island to be not less than $10,000, nor to exceed $12,000."

On the 13th March, 1840, submitting the whole subject to the judgment of Congress, the Secretary says: "If the committees of both Houses, to which it has been referred, are of the opinion that the Indian title is rightly vested in the claimants, I beg that an appropriation may be asked for to carry into effect the contract, for I regard the continued possession of the property as highly important to the interests of the service and of the country."

And the Committee on Military Affairs of the Senate, after a thorough and satisfactory investigation of the title, asked for the appropriation of $12,000 for the purchase of the island; but it was, after passing the

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Senate, lost in the House of Representatives, with several other amendments to the appropriation bill, on the last days of the session.

On the 2d of September, 1842, the Secretary of War, (Bell,) writing to the Speaker of the House of Representatives, says: "All the testimony was submitted to the Senate military committee. The committee decided in favor of the claim, and I am induced to recommend it to the favorable consideration of Congress, and to ask that an appropriation be made for the sum of $12,000, for the purpose of paying for the island, in fulfilment of the contract of March 12, 1839, as there was a pledge given by the government to these claimants, in consequence of which it is understood that a successful negotiation was made with the nation to which they belong, for a tract of country estimated to contain six millions of acres."

The objection now made to the "validity" of Faribault's title is, that the island was ceded to the United States in 1805 by the Pike treaty. It does appear that General Pike made an arrangement, in 1805, with two Sioux Indians, for the purchase of the lands of that tribe, including the Faribault island, but there is no evidence that this agreement, to which there is not even a witness, and in which no consideration was named, was ever considered binding upon the Indians, or that they ever yielded up the possession of their lands under it. Certain it is, that it was not ratified until three years afterwards, (in 1808,) when the consideration of $2,000 was introduced into it, to which the other contracting parties never did assent; but it was never promulgated, nor can it be now found upon the statute books like any other treaty, if indeed a treaty it may be called, nor were its stipulations ever complied with on the part of the United States.

Governor Doty states that General Leavenworth did not consider Pike's treaty as binding upon either the government or upon the Indians, and that such was the opinion of General Cass; that the Faribaults had rendered essential services to the United States; and hence it was that General Leavenworth had consented to the reservation of this island to them, as by the permanent residence of that family at that place he expected to derive and did derive the greatest advantages from their efforts to establish and maintain friendly relations between the Indians and the whites.

Honorable H. H. Sibley says, that in 1819 the island was transferred by the Sioux to Pelagie Faribault, an Indian woman of their own tribe; that gifts of this kind were at that time very common with the Indians; that Mrs. Faribault was then living upon the island, and so continued until 1821, when Colonel Snelling, who succeeded Colonel Leavenworth, and changed the original site of the fort, ordered her to remove; and he refers also to the pledge given by the Secretary of War to the Sioux, at the treaty of 1837, that Mrs. Faribault's claims should not be prejudiced by their being omitted in the treaty; and adds, that the husband and sons of Mrs. Faribault were most active in promoting the views of the government in the Sioux negotiation.

The Commissioner of Indian Affairs, in a letter to the Secretary of War, of the date of the 28th February, 1839, says:

"As a principle of general observance, the United States, in my judgment, cannot recognize such grants. This case, however, occupies a position of its own. The island is wanted for the purposes of the government, and to avoid delay, difficulty, and controversy, it may be judicious to purchase it. I therefore think, under all the circumstances, that an appropriation should be asked for, and the negotiation for the purchase opened, &c.

"T. HARTLEY CRAWFORD."

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In 1825 the Sioux, Chippewas, and other tribes, made a treaty, and in defining the boundary lines they say in the 10th article: "It being well understood that the reservations at Fever river, at the Ouisconsin, and at St. Peter's, and the lands properly belonging thereto, are not claimed by either of said tribes." Thus it seems to be universally conceded that the island in question was and is the property of Mrs. Faribault, and that her (Indian) title thereto has not been extinguished by the United States.

The committee are unanimously of the opinion that long-delayed justice ought now to be done to the memorialists, and they therefore again report the bill authorizing the payment to them of $12,000, with interest from the date of the contract, and recommend its passage.

WASHINGTON, *April* 7, 1857.

SIR: Believing that the interests of the people of Minnesota would be promoted by the sale of the Fort Snelling and Ripley reservations, I most respectfully recommend that they be sold, the former under the "act authorizing the sale of certain military sites," approved March 3, 1819, and the latter under a supplementary act. (Section 4 of the "act making appropriations for the support of the army," approved March 3, 1857.) Fort Snelling will, probably, be required for a depot, and with it say 40 acres of the present reservation. Large reservations are injurious to the interests of the citizens, often preventing improvements by the State, county, or town. Fort Ripley cannot be longer wanted by the United States for any purpose; and I respectfully suggest that an officer of the army be sent to survey these reservations, and divide them into lots or quarter sections not exceeding 160 acres each; the surveys, if practicable, to conform with those made under the general land system. An agent should advertise these lands for sale in the principal papers of the northwest, at public auction, to the highest bidder; and, to prevent combinations among purchasers, a minimum price might be fixed by the War Department.

There are persons now residing upon each of these reservations who have made very large improvements. Some of them have resided on them for over 20 years. Upon Fort Ripley reservation some of the locations were made long before it was selected for a military site. These settlers should not be forced to bid against their own improvements. They should be allowed to purchase of the agent, at $1 25 per acre, (which is more than the land was worth when they first became residents upon it,) the land they have improved or built upon, say not more than 320 acres each. This may seem to be a large quantity, but when the facts are duly considered that these very persons were the first pioneers into what was then a wild and unknown region; that they have spent their time and their means upon this land, and that, too, under the most trying circumstances, at a period when the country was considered valueless; and that by their sufferings they have opened up and made valuable what was then a wilderness, their labor will be but poorly recompensed. The first among this class are the old traders of the northwest; the Missourians, the settlers, and those who, by the permission of the department, established ferries, opened fields, &c., for the convenience of the troops.

At Fort Snelling a part of the reserve extends over a graveyard including a Catholic church, a map of which is on file in your depart'

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ment. This case is one which particularly merits the attention of the War Department. The congregation claim only 25 acres of the reserve, to enable them to cover their improvements, most of them being outside.

The whole number of persons entitled to consideration as settlers on these reservations will not, I think, exceed ten. I hope that early action may be taken in these matters, as large bodies of unsettled lands, over which our citizens cannot exercise control, make roads, build bridges, or school-houses, are of great annoyance. The Fort Ripley reservation embraces nearly a half of one of our counties, and on the Mississippi river extends over 25 miles, thus effectually locking up that stream from the people of the county. I will here state that land adjoining this reserve can yet be had for $1 25 per acre.

With great respect, your obedient servant,

HENRY M. RICE.

Hon. J. B. FLOYD,
Secretary of War.

[Endorsed on the above.]

Respectfully returned to the Secretary of War. In regard to the reduction of the reserve and the sale of any part of the site of Fort Snelling, I have the honor to state that the propriety of either will depend upon the military policy adopted by the administration. If the troops are to be kept as much as possible concentrated at central points, where they can be cheaply supplied when not in the field, there is no place near the northern frontier so suitable as Fort Snelling. Troops can have their winter quarters there, and when operations become necessary can be thrown forward with all necessary supplies, and in numbers to insure the best moral as well as physical effect. To an Indian enemy our troops should never be shown except in imposing numbers. If this policy is to be adopted—and it is certainly the true policy—not a foot of the site of Fort Snelling can be spared without weakening the defences of the frontier. If, however, a different policy is to prevail, and the troops are to be thrown out along the extreme frontier, unprotected, in small detachments, then a quarter-section of land, with the buildings, and the control of the ferries on the public lands, will be sufficient for a mere depot of supplies; but the persons alluded to by Mr. Rice have no claim to any part of the site. That site derives its present value from the expenditures of the government and the labors of the troops. Sutlers and ferry-men who have settled around the post did so for their own advantage, and ought not to have any preference over others. If the site be divided and sold, it would be unjust to the whole country to give them an advantage over any other citizen. If any one class should have a preference over other classes, it should be the private soldiers, whose labors first gave value to the place, or their descendants.

As to the site of Fort Ripley, I recommend that the reserve be reduced to a section or a half section around the barracks and other buildings; but that all the buildings be retained until it be ascertained whether they may not be required for winter quarters for the troops.

THOS. S. JESUP,
Quartermaster General.

APRIL 15, 1857.

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WASHINGTON CITY, D. C., *June* 17, 1857.

SIR: I had the honor to hand you our report this morning, and contract for the sale of the Fort Snelling property, and was sorry that the press of business upon you prevented my being able to converse with you upon the subject, and give you some information not contained in our report. Major Eastman had been on the ground for some time, and was fully aware of all the movements going on, and the combinations being formed to get the property for at least one-fifth of the price at which we sold it, if the sale was made in small lots, and at about one-half of what it brought if sold at public auction all together. I found in mixing with the people, (to whom I was entirely unknown,) that the subject of the sale was discussed at the dinner-table and on the streets, and the plan of operations appeared to be settled; that the lots should bring from $1 25 to $2 50 per acre, not to exceed $2 50, and if all the property should be offered together, they stated the price should not exceed $50,000.

As we were limited in the price to $7 50 per acre, the combination that had been formed would have prevented any sale whatever. We consider this the best sale that has ever been made, as may be seen from the records.

There is one fact to which I would call your attention, and that is the great prejudice existing in the public mind against the sale of any land belonging to the United States at more than $1 25 per acre. Where such land is located, even the best and most respectable persons will unite to prevent the sale at over $1 25 per acre. The party to whom we sold this property, after the closest investigation, we find to be responsible in every respect, and can and will give the government any security required. Had we sold to any one else, justice would require that the party should receive from the government from $25,000 to $30,000 for the improvements which he owned upon the property, and which had been placed there for the accommodation of the government officers.

The parties forming the combination being disappointed in their scheme, will, in all probability, make complaint of the sale, but it will be only the complaint of the disappointed in obtaining the property for much less than its value.

It is not necessary for me to state to you that I looked alone to the interest of the government in this matter.

Very respectfully, your obedient servant,

WM. KING HEISKELL.

Hon. JOHN B. FLOYD,
Secretary of War.

Mr. Gordon will please send me the report, &c., of the agents to sell Fort Snelling.

A. H. DRINKARD.

Sent up February 25, 1858.

Articles of agreement made and entered into this 6th day of June, 1857, by and between Seth Eastman, major United States army, and Wm. King Heiskell, agents of the United States government, of the first part, and Franklin Steele, of Fort Snelling, Minnesota Territory, of the second part, to wit: The party of the first part have this day sold to the party of the second part all that tract or reserve of land known as the

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military reservation of Fort Snelling, with the improvements thereon, excepting and reserving twenty (20) acres, described as follows, to wit: Commencing at the southeast corner of fraction No. (1) one, in section No. (28) twenty-eight, in township (28) twenty-eight, in range (23) twenty-three; running north forty (40) rods; thence west eighty (80) rods; thence south (40) forty rods; thence east (80) eighty rods, to the place of beginning; the same being reserved for a Catholic church and burial-ground, where the church and burial-ground now is. Also, excepting and reserving the northwest quarter of section (20) twenty, in township (28) twenty-eight, in range (23) twenty three, containing ten acres; the same being reserved for a Protestant graveyard. For and in consideration of the above, the party of the second part agrees, and hereby binds himself, heirs, executors, and administrators, to pay to the United States government, or an authorized agent or agents, the sum of ninety thousand dollars; one-third of said sum payable on the 10th day of July next, and the residue in two equal annual payments thereafter. The said tract of land or reservation contains about seven thousand acres. Possession of the said lands and improvements to be given as soon as the Secretary of War can dispense with it for military purposes, and a deed given when the first payment aforesaid is made, and satisfactory security for the deferred payments given and approved by the Secretary of War, or agents appointed for that purpose.

As witness our hands and seals the day and year above written.

SETH EASTMAN, [SEAL.]
Major U. S. A., Agent.
WM. KING HEISKELL, [SEAL.]
Agent, &c.
FRANKLIN STEELE. [SEAL.]

Approved.

JOHN B. FLOYD,
Secretary of War.

WAR DEPARTMENT, *2d July*, 1857.

[Special Orders No. 109.—Extract.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 31, 1857.

1. The first instalment of the purchase money of Fort Snelling having been paid into the treasury, the military reservation and property pertaining thereto, excepting the fort and other buildings, which are required for the use of the troops at the post, will be put in the immediate possession of Mr. Franklin Steele. The military post will be maintained until further orders. * * * * * *

By order of the Secretary of War:

S. COOPER,
Adjutant General.

WAR DEPARTMENT, *October* 28, 1858.

The Secretary of War desires that the Quartermaster General will have a copy of the contract of sale of Fort Snelling made and sent up to him as soon as it is practicable.

Very respectfully,

H. DRINKARD.

QUARTERMASTER GENERAL *U. S. Army.*

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NEW YORK, *January* 22, 1859.

SIR: I am much surprised to learn that you have directed proceedings to be instituted against me upon the contract for the purchase of Fort Snelling.

I did not suppose that the War Department would be disposed to second the effort of certain members of Congress in the bitter warfare upon me in this matter, the tendency and design of which was, no doubt, to injure me personally as well as to depreciate the value of the property.

It is quite probable that you may have heard that I intended, in consequence of the action of Congress, and its influence upon the property, to decline further payment, until some allowance was made by the government for the damages that I have sustained consequent upon the action of Congress in the investigation of the subject.

That I would be justifiable in taking such a course, I think you cannot deny. At least, I am advised by eminent counsel that I have a legal as well as an equitable claim upon the government for damages thus sustained.

Permit me here to remark that I feel that you have done me a still greater wrong by lending your official station in virtually sustaining the course of malicious persons in and out of Congress, to injure me personally, and to depreciate the property; still I attribute your action to the consideration to which I have alluded.

Now I do not desire litigation with the War Department. I am willing to pay the full amount called for by the contract. Having already paid $30,000 upon the purchase, it seems to me that I have a right to ask a little leniency at the hands of the government.

Had Congress not interfered, to the great injury of the property, the payment would have been promptly made.

As I have said, I want no litigation with the government, and now propose, for the purpose of avoiding it, that you withdraw the contract from the hands of the attorney to whom it was sent, and I will waive all claim to damages and make a payment of $10,000 within four months, and the balance due as soon thereafter as possible, and the payment hereafter falling due in accordance with the terms of the contract.

Very respectfully, your obedient servant,

FRANKLIN STEELE.

Hon. J. B. FLOYD, *Secretary of War.*

WASHINGTON, *April* 8, 1856.

SIR: Several citizens of Minnesota have taken steps to bridge the Mississippi river near Fort Snelling, provided the honorable Secretary of War will grant permission for the same, with the privilege of passing through the reservation. For your information on the subject, I will state that the route proposed is the great thoroughfare from St. Paul, the capital of the Territory, to and through the valley of the Minnesota river to the Sioux and Winnebago agencies and Fort Ridgley. It is also a mail route.

In behalf of the citizens engaged in the enterprise, I will ask the above upon the condition that the location of the bridge and the route of the road shall not interfere with the fort, or in any way inconvenience the military operation of the fort or in the reservation. The troops and munitions of war to pass and repass free of charge over said bridge so long as the fort shall be occupied for military purposes.

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The road and mail now pass over the reservation, and the river is crossed by a ferry, which is often impracticable, and *always* troublesome.

I have the honor to be, your obedient servant,

HENRY M. RICE.

Hon. JEFF. DAVIS, *Secretary of War.*

WAR DEPRTMENT, *Washington, April* 18, 1856.

SIR: In reply to your letter of the 5th instant, in behalf of citizens of Minnesota, who are preparing to bridge the Mississippi river near Fort Snelling, asking from this department permission for the same, with the privilege of passing through the reservation attached to the post, I have the honor to state that in several cases the right of way through the sites of forts has, upon prescribed conditions, been granted by special acts of Congress, and I deem it inexpedient to enter into any contract for such rights without such legislation.

The question of the right to bridge the Mississippi will, it is expected, be soon decided by the Supreme Court. My own opinion is adverse to the claim of such right.

Very respectfully, your obedient servant,

JEFF'N DAVIS,
Secretary of War.

Hon. H. M. RICE, *House of Representatives.*

ATTORNEY GENERAL'S OFFICE,
September 28, 1857.

SIR: In your letter of the 26th instant you enclose me a written agreement between the agents of the United States and Franklin Steele for the sale of the Fort Snelling reserve, together with two letters addressed to you by Mrs. Steele's agent, and you ask my official opinion thereon. You make no statement of facts and put no question of law, but leave me to infer from the naked papers what point it is upon which you desire my advice.

Mr. Steele agreed to purchase the property for the sum of $90,000, to be paid in three equal annual payments, on the 1st day of July, 1857, 1858 and 1859.

I take it for granted, (though you do not say so,) that the first instalment of $30,000 has already been paid. He is entitled, by the terms of his contract, to a deed for the whole property, upon his giving "satisfactory security" for the balance of the purchase money.

What he now desires is some arrangement for securing the $60,000 which he yet owes, in such a manner that 2,000 acres of the land will be free from incumbrance.

The War Department has power given it by Congress to sell the land in question. Having sold it, your power is exhausted. You can do nothing more except to enforce the rights and perform the obligations which the agreement created. The authority to make a contract implies no authority to change it after it is made. This contract entitles the purchaser to a deed as soon as he pays one-third of the price and gives "satisfactory security" for the remainder. A mortgage upon the whole of the land would be satisfactory, no doubt, since it is not to be presumed that property which sold once for $90,000 would sell again for less than

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$60,000. But it may also be true that a lien on 2,000 acres less than the whole tract would be sufficient. This is a matter of fact—a question for your own judgment and discretion to answer. You may take any security which you may deem sufficient, remembering always that security for a debt is that which makes it absolutely safe.

I am, most truly, yours, &c.,

J. S. BLACK.

Hon. J. B. FLOYD, *Secretary of War.*

WAR DEPARTMENT,
Washington, February 1, 1868.

SIR: I have this day received from the Quartermaster General the enclosed papers in response to a resolution of your committee which I had the honor to receive in your letter of the 16th ultimo.

The other papers called for in that resolution were forwarded to you some days since.

I am, sir, very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

Hon. H. C. BURNETT,
Chairman Special Com., &c., &c., &c., House of Representatives.

The chairman of the select committee in the Fort Snelling case is very urgent for the papers called for from this department, and says that the members of the committee complain very much of the delay, and that they will not meet again until they get the papers.

——— DRINKARD, *C. C.*

WAR DEPARTMENT, *February* 1, 1858.

Maps of survey, (this will be furnished by the War Department,) kind, value, and extent of improvements made by government or by private persons.

The "whole construction account of the fort made by the department up to the time of sale;" also letters or other information from officers connected with the military service, made before the sale in regard to its propriety.

Expenditure at Fort Snelling for repairs and extra duty men.

1825	$2,123 48	1835	$858 29
1826	1,039 33	1836	793 00
1827	1,847 44	1837	946 43
1828	469 96	1838	691 25
1829	310 24	1839	1,230 31
1830	249 07	1840	923 00
1831	264 30	1841	800 74
1832	190 80	1842	693 25
1833	418 82	1843	241 02
1834	654 54	1844	1,003 84

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1845	$4,071 58	1852	$866 71
1846	5,831 54	1853	2,629 83
1847	1,144 94	1854	619 54
1848	764 68	1855	1,748 38
1849	5,701 36	1856	10,159 91
1850	4,073 02		
1851	1,342 67	Total	54,701 13

Resolved, That the Secretary of War be requested by the chairman to communicate further to this committee the proposition to purchase the Fort Snelling reservation made by the Hon. Mr. Rice and Franklin Steele referred to in reply of General Jesup, transmitted to the committee on yesterday, a copy of the report of Colonel Thomas to General Scott, on the propriety of making the sale, a copy of the letter of the Hon. Mr Smith, addressed to him in April last, on the subject of said sale, together with his answer thereto, and with propositions made by other persons before or after the enactment authorizing said sale, and his answers thereto, and also the construction account for said fort, for a term of five years previous to said sale, specifying its particulars by date.

HOUSE OF REPRESENTATIVES,
Washington, February 5, 1858.

SIR: I herewith forward a copy of a resolution adopted by the special committee appointed to investigate the sale of the Fort Snelling reservation.

Your early attention will oblige, yours, very respectfully,

H. C. BURNETT,
Chairman, &c., &c.

Hon. J. B. FLOYD,
Secretary of War.

WAR DEPARTMENT,
Washington, February 8, 1858.

SIR: I have received yours of the 5th instant, transmitting a copy of a resolution of your committee asking for copies of certain papers relating to the sale of the Fort Snelling reservation; and in reply, I have the honor herewith to enclose copies of all the papers referred to that are on file in this department. Copies of the replies to Mr. Smith and others were not retained, but the character of those replies may be inferred from the following copy of a memorandum of the material part of my instructions to the agents, which was written by my direction, upon the letter of Mr. Smith, dated the 21st April, 1857, as the substance of my reply to that and similar inquiries: "Have it carefully surveyed first, divided into lots of 40 acres each. The object to obtain the largest amount for the government and give all who desire it an opportunity to purchase."

I also enclose herewith a copy of a letter which I addressed to Mr. Smith on the 21st of July last, on the same subject.

Very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

Hon. H. C. BURNETT,
Chairman Special Committee, &c., &c., House of Reps.

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[Endorsement on above.]

FORT SNELLING COMMITTEE,
House of Representatives, February 5, 1858.

Hon. H. C. Burnett, Chairman.

Transcript copy of resolution of the committee asking for copies of certain papers relating to the sale of Fort Snelling reservation.

[Endorsement 208.]

Secretary of War refers letter from the Select Committee of the House of Representatives on the Fort Snelling reservation dated February 5, 1858, enclosing copy of a resolution calling for information relative to sale of said site, with a copy of this reply.

Received February 22, 1858.

COMMITTEE ROOM FORT SNELLING INVESTIGATION,
Washington, February 9, 1858.

SIR: I am directed by the committee of the House of Representatives to investigate the facts and circumstances connected with the sale of the military reservation at Fort Snelling, to request that you will furnish to said committee "copy of letters addressed by the Hon. Robert Smith and by Mr. Reynolds, late district attorney of Missouri, to the Secretary of War, asking for information as to the time and manner of the sale of the Fort Snelling reservation, and also copies of all other letters on the subject, with the replies of the Secretary of War, if any, thereto."

I have the honor to be, very respectfully, your obedient servant,

H. C. BURNETT, *Chairman.*

Hon. JOHN B. FLOYD,
Secretary of War.

[Endorsement.]

Respectfully returned to the Secretary of War. I believe that all the papers in this office relating to the subject referred to within have been returned to the War Office. It is possible there may be reports in the Adjutant General's office on the subject.

THOS. S. JESSUP.

QUARTERMASTER GENERAL'S OFFICE,
February 13, 1858.

The Adjutant General submits herewith the only communication which has been received at this office, having reference to the sale of the military reservation at Fort Snelling, and he has written no letter upon the subject other than that transmitting to the General-in-chief a copy of the endorsement of the Secretary of War upon Colonel Thomas's report.

Respectfully,

S. COOPER,
Adjutant General.

ADJUTANT GENERAL'S OFFICE,
February 18, 1858.

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INDIAN AFFAIRS.

The Sioux Indians, who, by treaty some four years since, gave up their lands, are now located on a reserve ten miles wide, lying on both sides of the Minnesota river, extending from below Fort Ridgley a few miles to Lake Travers. They are in bands as follows:

Med-a-wah-kan-toans, in seven bands, and number about 2,200, called lower bands, and they occupy the lower part of the reserve. Their agency is 12 miles above Fort Ridgley.

Ink-pa-duta and his people are of one of their bands, outcasts from the tribe. He some time since killed the chief of his band.

Wah-pa-tons.—Number about 500.

Wah-pa-cutahs.—Number about 150.

Sissetons.—Number about 350.

These three latter-named bands occupy the upper part of the reserve, and have their agency at the mouth of the Yellow Medicine river. These Indians are peaceably disposed towards the whites. They have been held accountable for the murder of Ink-pa-duta's people, and their annuities, in money, have been withheld until the murderers are brought in. This measure caused the recent threatening attitude at the agency. They were finally pacified, and are still quiet. Parties under Little Crow are now out in search of Ink-pa-duta and his small band.

The reserve is destitute of game, and the Indians must leave it to obtain food. If they remain on their own ground their sufferings will be great, for they planted but little, and much of that was destroyed by grasshoppers; and what was left to the Sissetons by these insects was pretty much destroyed by the Yanctons returning in bad humor from the council. On ducks and fish they can subsist until the depths of winter, but then they will pass through the country for food, and may thus be brought into difficulties with the whites. I earnestly recommend that some provision be made for them; humanity demands it. I mentioned these views to the superintendent, Mr. Cullen, who cordially approved of them. The governor of the Territory also approves of the measure.

The enemies of the Sioux are the Chippewas, who occupy the northeastern part of Minnesota.

Yanctons and Yanctonais, also Sioux.—They occupy the large extent of country between the Big Sioux river and Missouri, and up to the British possessions. Their number is not known.

They are mounted and hunt the buffalo. They receive no annuities; only one treaty has ever been made with them, a treaty of peace made in 1825 by the late General Atkinson. They claim that portion of the country sold by the Sissetons, in which is situated the pipe-stone quarry. This caused them to appear at the council and demand from the Sissetons part of the annuity. At the former payment they received part of the goods, but this time they claimed part of the money. The Sissetons dare not refuse, for the Yanctons are warlike and numerous. The Yanctons complain of a road being made through their country by Mr. Noble; and also that the whites are settling on their lands. This is supposed to refer principally to the lands sold by the Sissetons. The Yanctons and Chippewas are enemies. The governor of Minnesota is anxious that a treaty be made with these Indians for the southern part of their country.

Winnebagoes.—Number about 2,100. They occupy, as a reserve, 18 townships of land on the Blue Earth river, south of the town of Markato. They are building houses and cultivating the land. They are perfectly

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peaceable; but if disposed to be hostile, the troops at Fort Ridgley would soon be in their country.

The Winnebagoes are perfectly friendly with the Sioux, but are in enmity with the Chippewas. The country between them and the Chippewas is now too thickly settled with whites to admit of either nation sending out war parties.

Chippewas.—They number about 5,000, and are located on about seven reserves, Gull lake, Leach lake, Red lake, Mills lake, and Sandy lake, a reserve on each, and one or two on Lake Superior. They are reserves, both of the Sioux and Winnebagoes, and against the former send out war parties. Since the withdrawal of the troops from Fort Ripley, they are said to have assumed a more defiant tone towards the white settlers near their reserves. The town of Crowning is near the reserve on Gull lake, where the Indians resort in numbers to obtain spirituous liquor. After the payment of their annuity in the early part of the month, in their drunken frolics several Indians were killed, and, it is said, one white man. The Rev. Mr. Breck felt compelled to abandon his mission at Leach lake, in consequence of the threats of the Indians; and the Rev. Mr. Peet, at the Gull Lake mission, fears he may have to abandon his mission. Already some cattle have been killed. It is stated also that depredations have been committed upon a party cutting lumber; some of the people are excited on the subject, and they fear difficulties with these Indians.

I consider that Fort Ripley should be regarrisoned by at least one company, preferably dragoons, but such troops cannot be sent to this post this winter. Troops at Fort Ripley will control the Chippewas and quiet the fears of the people.

Fort Ridgley should be maintained with its present garrison of three companies; when mounted companies can be sent, two companies of dragoons should replace two companies of infantry.

A military post is required on Lake Traverse, or, if building materials cannot be obtained at Graham's Point, on the Red river. This position would guard the passway to the buffalo range west of that river. Colonel Smith's report of his exploration to Pembina will give valuable information on this point. There is no necessity whatever, in a military point of view, in the establishment of a military post above this point on the Red river.

It may be necessary next year to establish a post on the Big Sioux, at the junction of Red Pipe-stone creek, where timber is said to be abundant. On the James river, west of that, there is no timber. The post would have to be supplied from the Missouri. The whites are already pressing to the Sioux river, and collisions may take place between them and the Yanctons.

So long as the Indians remain in Minnesota, so long must troops be kept in the Territory. To supply the troops a depot is essentially necessary at Fort Snelling, and I consider that the post should not have been sold. All the necessary buildings were here with a reserve ample for any purpose. A condition of the sale, I understand, is that the building shall be kept as long as required. They should not be given up; and, if possible, from 500 to 1,000 acres of land should be reserved. A wagon train must be kept up, and at no point can the animals be kept at so cheap a rate as here. Hay can be cut and stacked at $4 per ton, and grain be purchased cheaper than in the interior. If a depot is not kept here, it must be established in St. Paul, and at a largely increased expense.

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The mounted troops necessary for this region (and there should be three or four companies) could be kept at Fort Snelling at less cost than elsewhere, and be in high condition to make an excursion into the Yankton country during the hunting season, when a good impression would be made upon the Indians.

I do not know under what circumstances the post of Fort Snelling was sold; but I am perfectly certain that no military man on the spot at all acquainted with the state of affairs would have recommended the measure.

Hitherto, when an annuity was to be paid, a small number of men were ordered to be present to keep the peace; but as all the Indians are congregated on such an occasion, I think this a proper time for a large display of troops; and at the next payment to the Sioux all the disposable force should be sent to the agency. The effect would be highly beneficial.

In regard to the four artillery companies at Fort Snelling, although they may not be required to quell Indian disturbances, being here and in position, they might be kept until the spring, and, in conjunction with the other troops, make an excursion into the Indian country. Whatever is to be done in regard to them should be determined at once, as winter in this climate will soon come around.

I shall leave this post for Fort Brady to-morrow.

I have the honor to be, very respectfully, your obedient servant,

L. THOMAS,
Assistant Adjutant General.

Lieut. General WINFIELD SCOTT,
Commanding in Chief, West Point, New York.

[Endorsement.]

WAR DEPARTMENT, *August* 29, 1857.

This report is sufficiently clear in its statement of facts connected with the Indian tribes. The dissertation about Fort Snelling, its sale, and the importance of it for a military depot, is a gratuitous intermeddling in a matter already disposed of by competent authority.

Whatever may be the opinion of a "military man" as to keeping up a military post in the heart of a settled country to hold Indians in subjection who roam through the forests many days' journey away from it, a man of common apprehension would conclude that the proper place for forts and troops was amongst the Indians to be held in subjection. When the United States army are set to "cutting and stacking hay," it is possible a still more eligible point may be selected for the purpose, near to the Indian settlement, where the troops would need those supplies. When this department is required to report to subordinates "under what circumstances the post at Fort Snelling was sold," or any other act was done, that duty shall be performed, but until then, "a military man" will probably understand that a superior in authority is not to be called on for an explanation of an order.

J. B. FLOYD,
Secretary of War.

FORT SNELLING, MINNESOTA, *July* 19, 1858.

I hereby certify that Captain A. W. Reynolds, assistant quartermaster United States army, has this day transferred and delivered to me Fort Snelling, in the State of Minnesota, of which I am the purchaser, and

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that the property has been turned over to me in as complete a manner as the said Captain A. W. Reynolds was authorized and empowered to do, in pursuance to an order to him from the Quartermaster General's office, dated Washington city, July 9, 1858.

FRANKLIN STEELE.

FORT SNELLING, MINNESOTA, *July* 19, 1858.

Whereas the following instructions have been received by me from the Quartermaster General's Department, viz:

QUARTERMASTER GENERAL'S OFFICE,
Washington city, July 9, 1858.

SIR: In compliance with instructions from the Secretary of War, you will immediately transfer Fort Snelling to Mr. Franklin Steele, by whom it has been purchased. Take his acknowledgement of its receipt and forward it to this office.

Very respectfully, your obedient servant,

T. S. JESUP,
Quartermaster General.

Captain A. W. REYNOLDS,
Assistant Quartermaster, Fort Snelling.

Now, be it known to all men, that in pursuance to the above order, I have this day transferred, and do hereby transfer, to the said Franklin Steele, purchaser of the same, the aforesaid Fort Snelling, giving him, the said Franklin Steele, as ample and perfect possession and as fully conveying and transferring the same as I am able or authorized and empowered to do by the above order.

A. W. REYNOLDS,
Captain and Assistant Quartermaster U. S. A.

FORT SNELLING, MINNESOTA, *July* 20, 1858.

GENERAL: Your letter of the 9th instant, directing me to transfer Fort Snelling to Mr. Franklin Steele, the purchaser of the property, reached me day before yesterday. The instructions contained therein have been complied with, and I have now the honor to enclose herewith Mr. Steele's acknowledgement of the receipt of the fort, together with a copy of my letter to him making the transfer.

Very respectfully, your obedient servant,

A. W. REYNOLDS,
Captain and Assistant Quartermaster.

Major General T. S. JESUP,
Quartermaster General U. S. A., Washington city, D. C.

FORT SNELLING, MINNESOTA TERRITORY,
June 10, 1857.

SIR: Agreeable to your instructions of the 25th May last, we have visited and carefully examined the military reservation at this place and the improvements thereon made by the United States and by citizens.

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We find that those made by the government were for military purposes, and mostly of such a nature as to render them almost valueless for any other. The fort and out-buildings upon the reserve were erected many years ago, and owing to its then isolated condition they could not have been built with any great degree of permanency, which, with the great lapse of time since their erection, leaves them now in a dilapidated condition; we are confident that all of the improvements could not be sold for more than $20,000, and are of the opinion that were they to be sold by themselves they would not bring more than half that sum. As an evidence of this we respectfully refer to the sale of Fort Atkinson, which sold some three years ago at public sale for less than $4,000; would also refer to the improvements at the late Winnebago agency, which sold two years ago for about $7,000, and this, too, with a guarantee that the purchaser should have the right to enter the land at $1 25 per acre; these improvements cost the Indian department over $100,000 and were all made since 1848, and the military reserve at Fort Winnebago was sold lately at $2 30 per acre, while the land owners were asking and selling their lands in the neighborhood at $50 or upwards per acre.

We find upon the reservation extensive improvements made by citizens, the cost of which cannot be less than $30,000; they date back some 20 years, and we also find that they are all owned and in possession of the post sutler, Franklin Steele, esq. Many of the improvements were made by himself, with the knowledge and consent of the officer in command at the time. He has a large and elegant dwelling, with houses corresponding. The fort is so situated at the junction of the Mississippi and Minnesota that a ferry, for the accommodation of the fort, across each river, has been indispensable, and we find that Mr. Steele was authorized to establish and maintain said ferries, which he did, and has for years transferred officers and men and munitions of war across, day and night, free of charge to the government. He has built ferry-houses, put on, and constantly kept, boats of the best class, and had men constantly in attendance. He has also built a warehouse. There is a large and valuable stone building with a frame addition, making an extensive house, which has been furnished and used as a hotel, which could not have cost less than $15,000. The stone part was built in the year 1837, by a Mr. Baker, afterwards sutler at Fort Snelling. It was sold to Kenneth McKenzie, esq., who, in 1853, put on the extensive addition alluded to, put the entire building in good order, and furnished it for a house of accommodation. Mr. Steele having arranged with Mr. Kenneth McKenzie for this property, and secured the government from all claims from this source, we are positive, therefore, in saying that Mr. Steele is the only claimant to the improvements upon the same made by citizens. Upon questioning Mr. Steele he very frankly said that he did not go on the said reservation, neither did he make or purchase improvements upon the same, with the expectation of having the pre-emption right extended to him, and we could not come to the conclusion that he should have the right to purchase the lands covering his improvements at $1 25 per acre. It is true, his improvements have cost a large amount, but then, for each separate and valuable one, to permit him to purchase 160 acres, the amount of land he would be thus enabled to obtain at that price would amount to nearly 1,000 acres, or one-seventh of the reservation.

With a view to ascertain the best manner of disposing of this reservation under your instructions, we came to the conclusion that, unless we

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sold the same at private sale, it would in all probability be sold at little if any over $1 25 per acre, and for the following reasons:

First. In 1852, 26th August, Statutes at Large, vol. 10, page 36, Congress passed a law reducing the then reservation, (of which this is a part,) and directed that the Commissioner of the General Land Office should sell that not then wanted for military purposes at public sale. The same was surveyed and advertised for sale in the principal papers throughout the country. Three months' notice was given and the lands proclaimed for sale in 1853 at Stillwater, and all then offered were sold for $1 25 per acre. That part of the old reservation on the west side of the river was not sold, in consequence of the maps not having reached the land office on the day of sale. Persons went on and made claims without the authority of law, and then appealed to Congress for relief, and that on the 2d of March, 1855, an act was passed allowing each claimant to pre-emption not exceeding 160 acres, each at $1 25 per acre. Some of this land embraces a portion of the Falls of St. Anthony, and had improvements made upon the same by the government, and was much more valuable than any part of the present reservation. We also collected such information in regard to the sales of other reservations as our time under the circumstances would admit, and found that they seldom brought over $1 25 per acre, when sold at private sale. We also, upon good authority, ascertained that combinations were being formed for the purpose of purchasing these lands at the usual government price, and were satisfied that justice could not be done the government unless we sold at private sale, and after a careful examination of the property we estimated its value at $90,000, which is more than $12 per acre, and $5 more per acre than the minimum fixed by the Secretary of War.

The question then arose as to the improvements made by Mr. Steele. We could not admit that he was such a settler as would come under your instructions, for he admitted that he had never been induced to believe that the pre-emption right would be extended to him; but we could not conceal the fact that he had expended in improvements a large amount of money, and that to give another the right to purchase the reservation would effectually compel him to lose all he had expended. We therefore came to the conclusion that justice required us to give Mr. Steele the refusal at the price we had agreed upon. We accordingly made him the offer. He proposed to give $75,000. We informed him that we should not dispose of it for a less sum than we had estimated it at, viz: $90,000, at which price he accepted it, and we closed a contract for the same, a copy of which we herewith transmit for your action thereon.

We have further to report that we examined Fort Snelling with reference to its being retained as a military depot, and became satisfied that the time has passed for it to be useful as a military depot or fort. It is so far from the frontier that it is utterly useless for a fort, and to keep it for a depot would subject the United States to a heavy annual expense, and the government can have their stores forwarded if necessary through a commission merchant cheaper than by keeping this point as a depot. There is but one other military post in Minnesota Territory, which is situated on Minnesota river, above Fort Snelling, and steamboats run up to that post, and therefore it does not appear necessary for a reshipment at Fort Snelling.

We have, as instructed, reserved from the sale, as will be seen from the contract, 20 acres upon which the Catholics have built a church and have a burial ground, and have reserved for the Protestants for a burial ground ten acres. No mention was made of this in our instructions, but we came to the conclusion that your attention had not been called to the

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circumstances. We would respectfully recommend that both of these reservations be conveyed to their respective denominations at $1 25 per acre.

Respectfully, your obedient servants,

SETH EASTMAN,
Major U. S. A., Agent.
WM. KING HEISKILL,
Agent, &c.

[Endorsement.]

WAR DEPARTMENT, *July* 2, 1857.

Submitted to the President of the United States on the 17th of June, 1857.

Approved:

J. B. FLOYD,
Secretary of War.

WAR DEPARTMENT, *June* 1, 1860.

SIR: In answer to the inquiries respecting the sale of Fort Snelling, embraced in the resolution of the Senate of the 23d ultimo, I have the honor to state that the sum of $30,000 was paid by the purchaser on the 26th July, 1857, by a deposit of specie to that amount to the credit of the Treasurer of the United States, with the assistant treasurer at New York.

The deferred instalments of the purchase money are secured by withholding the title until they are paid.

The purchaser failed to meet his deferred payment, and suit has been brought to enforce the vendor's lien, and the land will be sold to pay the residue of the purchase money if it is not sooner paid.

There is no part of this reserve in possession of the United States.

Very respectfully, your obedient servant,

_____,
Secretary of War.

Hon. J. C. BRECKINRIDGE,
President of the Senate.

HOUSE OF REPRESENTATIVES,
Washington, December 7, 1860.

SIR: Enclosed herewith I have your letter from the county anditor or county clerk of Hennepin county, Minnesota, relative to the title of the Fort Snelling reservation. He desires this information for the purpose of knowing whether the property is liable to be taxed by the State and county authorities.

You will very greatly oblige by furnishing me with the information desired, at your earliest convenience.

Very respectfully, your obedient servant,

CYRUS ALDRICH.

Hon. JOHN B. FLOYD,
Secretary of War.

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WAR DEPARTMENT, *January* 2, 1861.

SIR: In answer to your letter of the 7th ultimo, enclosing one addressed to you by the auditor of Hennepin county, Minnesota, I have the honor to inform you that the title to the Fort Snelling reserve will, under the contract of sale, remain in the United States until the last payment has been made by the purchaser.

The letter of your correspondent is returned.

Very respectfully, your obedient servant,

J. HOLT,
Secretary of War, ad interim.

Hon. CYRUS ALDRICH,
House of Representatives.

[Endorsement on above.]

QUARTERMASTER GENERAL'S OFFICE,
December 13, 1860.

Respectfully returned to the Secretary of War. The reserve at Fort Snelling was sold by Commissioners Eastman and Hallett to F. Steele, on 6th June, 1857. Approved by Secretary of War, July 2, following.

There is nothing here to show that a deed was ever executed in favor of the purchaser, or in whom the title now rests.

As to the "quit claims" referred to by Mr. Gale as having been given by Mr. Steele, this office possesses no information on the subject.

J. E. JOHNSTON,
Quartermaster General.

QUARTERMASTER GENERAL'S OFFICE, *May* 5, 1868.

I certify that the foregoing are true copies of the original papers now on file in the Quartermaster General's office.

JAMES A. EKIN,
Deputy Quartermaster General, Brevet Brig. Gen. U. S. A.

In the matter of the claim of Franklin Steele, Fort Snelling reservation.

WAR DEPARTMENT, OFFICE OF THE BOARD OF CLAIMS,
Washington, D. C., September 26, 1868.

To the Secretary of War:

The following is the claim of Franklin Steele against the United States in the matter of the Fort Snelling reservation:

The United States to F. Steele, Dr.

JANUARY 24, 1868.

To use and occupation of Fort Snelling reservation for military purposes, from April 24, 1861, to January 24, 1868, 81 months, at $2,000 per month	$162,000
Cr.	
By balance of purchase money unpaid	60,000
Total claim	102,000

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A review of the somewhat voluminous papers on file in connection with this case discloses the following facts and incidents:

Fort Snelling, with 7,000 acres of reserve, was sold by Secretary Floyd under the fourth section of the act of Congress of March 3, 1857,* to Mr. Franklin Steele, Minnesota, formerly sutler at Fort Snelling, but now a resident at Georgetown, D. C.

* * * * * * * *

The stipulated purchase money was $90,000, and articles of agreement were entered into between agents appointed by the Secretary of War and the purchaser, constituting a contract of sale which was approved by Mr. Floyd on the 2d of July, 1857.

The approaches to the sale of this property appear to have been first made by Mr. Steele, who, as far back as April, 1856, forwarded a proposal for the purchase to Jefferson Davis, then Secretary of War.

This proposition was rejected by Mr. Davis, who stated that the reservation was still needed for military purposes.

From the files of the War Department it appears that on the 25th of May, 1857, John B. Floyd, then Secretary of War, appointed Major Seth Eastman, United States army, and Mr. William King Heiskell, agents to visit the reservation at Fort Snelling, Minnesota, and examine and ascertain how far it had been made valuable by government improvements; whether there were any *bona fide* actual settlers upon the reservation who had made valuable improvements thereon, and who had settled there with the expectation of having the pre-emption right extended to them, and whether, under all the circumstances, they should be allowed to purchase not exceeding 160 acres each, covering their improvements, at the price of $1 25 per acre.

They were also instructed to sell all that part of the reservation not included in any tract to which an actual settler might have a just claim, either at public auction or at private sale, and in small tracts, to enable persons of limited means to purchase, or in whole, as in their judgment would be best for the interest of the government. These sales to be made at not less than $7 50 per acre. They were further instructed to examine Fort Snelling with reference to the necessity of retaining it as a military depot, and were directed, in case it was deemed necessary for such purpose, to reserve from the sale the buildings and such land as they might consider suitable. Such reservation not to be less than 40 acres.

On June 10, 1857, the agents appointed by Secretary Floyd rendered their report to him substantially as follows: that they had visited Fort Snelling as directed, had examined the reservation at that place, and the improvements made thereon by the United States and by citizens; that the improvements by the government were for military purposes, and mostly of such a nature as to render them valueless for any other; that they find extensive improvements made by citizens, the cost of which cannot be less than $30,000, and that these are all owned by Mr. Franklin Steele, the post sutler.

They are positive in saying that Mr. Steele is the only claimant to the improvements made by citizens on the reservation, and also report that

* SECTION 4. *And be it further enacted*, That the provisions of the act approved March 3, 1819, entitled "An act authorizing the sale of certain military sites," be and they are hereby extended to all military sites, or to such posts thereof which are or may become useless for military purposes: *Provided, nevertheless*, That nothing in this act, nor in the act above mentioned, shall be so construed as to impair in anywise the right of the State within which any such site or reservation may be situated to impose taxes on the same in like manner as upon other lands or property owned by individuals within the State after such sale.

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he has frankly informed them that he did not go upon the reservation, neither did he make or purchase the improvements thereon with the expectation of having the pre-emption right extended to him. They could not, therefore, come to the conclusion that Mr. Steele should have the right to purchase the lands covering his improvements at $1 25 per acre, more especially as he would then have been entitled to buy 1,000 acres, or one-seventh of the entire reservation, but finally disposed of the property to him at private sale, in order to defeat combinations which were forming with a view to secure the land at an undervaluation. This to save the government.

In consideration of the improvement made by Mr. Steele, and from the opinion that he would be compelled to lose these improvements if the right to purchase was given to another, they concluded that justice required them to offer him the refusal of the entire reservation at the price of $90,000, which offer, after some underbidding, he accepted.

A contract was therefore entered into.

They also reported adversely upon the retention of the fort for military purposes.

The contract between the agents of the United States and Mr. Steele recites in effect that the party of the first part sell to the party of the second part the reservation of Fort Snelling with the improvements thereon, with the exception of 20 acres, whereupon was a Catholic church and burial-ground, and also a plot of 10 acres reserved for a Protestant graveyard.

The consideration is the payment to the government of $90,000; one-third payable on July 10, 1857, the residue in two equal annual payments thereafter. Possession of the reservation to be given as soon as the United States can dispense with it for military purposes; and the deed given when the first payment is made and security given for the deferred payments.

On July 25, 1857, Mr. Steele paid $30,000, the first instalment, to the United States, depositing the same in the hands of the United States Assistant Treasurer at New York, Mr. Cisco.

The Secretary of War receipted for the amount of this payment on July 26, 1857, and on the 31st of that month, by Special Orders No. 109, War Department, Adjutant General's Office, the military reservation and property at Fort Snelling, with the exception of the fort and other buildings required for the use of the troops, were ordered to be placed in the immediate posession of Mr. Steele.

On July 9, 1858, General Jesup, Quartermaster General, under instructions from the Secretary of War, directed the quartermaster at Fort Snelling to place Mr. Steele in possession of the fort, and on July 19, 1858, Captain Reynolds, assistant quartermaster, executed the order.

The next action taken appears to have been caused by a proposition made by Mr. Steele to the War Deartment, which is explained by the following letter of the Attorney General, in reply to the Secretary of War:

ATTORNEY GENERAL'S OFFICE,
September 28, 1857.

SIR: In your letter of the 26th instant you enclose me a written agreement between the agents of the United States and Franklin Steele, for the sale of the Fort Snelling reserve, together with two letters addressed to you by Mr. Steele's agent, and you ask my official opinion thereon.

You make no statement of facts, and put no question of law, but leave me to infer from the naked papers what point it is upon which you desire my advice.

Mr. Steele agreed to purchase the property for the sum of $90,000, to be paid in three equal annual payments on the 1st day of July, 1857, 1858 and 1859.

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I take it for granted (though you do not say so) that the first instalment of $30,000 has already been paid. He is entitled by the terms of his contract to a deed for the whole property, upon his giving satisfactory security for the balance of the purchase money. What he now desires is some arrangement for securing the $60,000, which he yet owes, in such a manner that two thousand acres of the land will be free from encumbrance.

The War Department has power given it to sell the land in question. Having sold it your power is exhausted. You can do nothing more except to enforce the rights and perform the obligations which the agreement created. The authority to make a contract implies no authority to change it after it is made. This contract entitles the purchaser to a deed as soon as he pays one-third of the price and gives satisfactory security for the remainder. A mortgage upon the whole of the land would be satisfactory no doubt, since it is not to be presumed that property which sold once for $90,000, would sell again for less than $60,000. But it may also be true that a lien on 2,000 acres less than the whole tract would be sufficient. This is a matter of fact—a question for your own judgment and discretion to answer. You may take any security which you deem sufficient, remembering always that security for a debt is that which makes it absolutely safe.

I am, most truly,

J. S. BLACK.

Hon. J. S. FLOYD, *Secretary of War.*

No action appears to have been taken upon this opinion of the Attorney General or upon Mr. Steele's proposition, and the case seems to have rested until January, 1858, when the attention of Congress being drawn to the sale, it became matter of congressional investigation, a select committee on the Fort Snelling sale being appointed by the House of Representatives. The chairman of this committee called upon the President of the United States and the Secretary of War, requesting that no title should be executed to the party making the purchase of the military reservation at Fort Snelling until the committee shall have closed its investigation and the House shall have acted thereon.

The report of the committee in this case was made to the House in April, 1858, and embraces a minority and majority report. The conclusion of the majority report is as follows:

Resolved, 1. That the sale of the military post at Fort Snelling, and so much of the reservation attached to it as was necessary for military purposes, made on the 6th day of June, 1857, under the authority of the Secretary of War, the same being then and now retained under the authority of that department, because necessary for military purposes, was without authority of law.

2. That said sale was made by the Secretary of War, notwithstanding his knowledge of the official opinion of his predecessor, the Hon. Jefferson Davis, and of other officers in superior military command to the contrary, without consulting with, without the advice and without the knowledge of any officer in the service of any rank, leaving the question of the retention of that post to the discretion of the commissioners appointed to make the sale, and that this action on the part of the Secretary of War was a grave official fault.

3. That with a knowledge of the great value of the Fort Snelling post and reservation and the importance of great caution and judgment in making the sale, the Secretary of War appointed as agents for the purpose unqualified, inexperienced and incompetent men.

4. That provisions for and management of the sale were so negligently, carelessly, and injudiciously made, as to induce a successful combination against the government, exclude all competition, and bring loss on the government.

5. That John C. Mather, agent of the Department of War for the examination and sale of the Fort Ripley reservation, after having already joined a combination for the purchase of the Fort Snelling reservation, acted in making such purchase in violation of his official duty and against the known policy of the government, and that, as to him and Richard Schell, represented by him as agent, and Steele and Graham, who were complicated in the sale with him, with a full knowledge of his official character, the sale of the Fort Snelling reservation was at the time and is now void.

All of which is respectfully submitted.

JOHN U. PETTIT.
J. S. MORRILL.

The undersigned concurs in the conclusions of the foregoing report, but not in all the reasoning, arguments, or forms of expression by which they were arrived at.

I. N. MORRIS.

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The minority, closing their review of the case,

Resolved, That the recent sale of the military reservation at Fort Snelling having been made by the Secretary of War under the direction of the President of the United States, in strict conformity to law, and the evidence reported by the select committee having failed to exhibit any fact or circumstance tending in the slightest degree to impeach the fairness of the sale, or the integrity of any of the officers or agents of the government concerned in the same, or to exhibit any fact or circumstance which should make the said sale a proper subject for the opinion and action of this house, it is ordered that the committee be discharged from the further consideration of the subject, and that the report of the said committee be laid upon the table.

No further action appears to have been taken by the House upon these reports, but the conflicting opinions expressed and a certain degree of notoriety which the case has gained seems to have resulted in a depreciation in the value of the property, and in view of this depreciation Mr. Steele seems to have declined, or at least failed in making further payments as required by the terms of the contract.

In consequence of this failure Secretary Floyd, in January, 1859, directed suit to be brought against Mr. Steele for the amount due on the contract, which had not been complied with.

This action elicited a letter from Mr. Steele, dated January 22, 1859, in which he stated his surprise that the Secretary of War had directed proceedings to be instituted against him, and that he did not suppose the department would second the efforts of certain members of Congress in their bitter warfare upon him. He states:

It is quite probable that you may have heard that I intended, in consequence of the action of Congress and its influence upon the property, to decline further payment until some allowance was made by the government for the damage that I have sustained consequent upon the action of Congress in the investigation of the subject.

That he had a legal as well as equitable claim upon the government for damages he is advised by counsel, but he does not desire litigation, and thinks he is entitled to a little leniency at the hands of the government, having already paid $30,000 of the purchase money. He states further:

Had Congress not interfered, to the great injury of the property, the payment would have been promptly made.

And asks that the "proceedings may be withdrawn, agreeing, if such action is had, to waive all claim for damage and make a payment of $10,000 within four months, and the balance due as soon thereafter as possible."

This proposition does not appear to have been accepted, and though the reserve remained in the possession of Mr. Steele, the title was decided by the Secretary of War to vest in the United States until the last payment had been made by the purchaser. This decision was made June 1, 1860, and is expressed in a communication from the Secretary of War to the President of the Senate, which body had requested information upon the subject.

The affidavit of Franklin Steele, taken on February 6, 1868, sets up that on April 24, 1861, and for more than two years prior thereto he had been in sole possession of the Fort Snelling reservation, containing about 7,000 acres, with the improvements thereon; that he had been placed in possession of the property in compliance with the terms of the contract of purchase; that he had always been ready and willing, and is now ready and willing to perform all the stipulations of said contract; that he had paid $30,000, the first instalment, and that the security for the payment of $60,000 was offered by him on August 1, 1857, in United States bonds, but that the offer was not accepted by the Secretary of War, and the deed for the property was not delivered to him; that the Secretary of War chose to have the land remain as security, and that a

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committee of Congress, appointed to investigate the conduct of Secretary Floyd in making said sale, had requested the Secretary of War not to perfect the title to said property until the committee should have closed its investigations. He further sets up that the United States sued him for the balance of the purchase money unpaid, which he had deferred paying for the reason that the United States had not fulfilled its agreement to him in the premises, and that said suit was continued against him from term to term of the court before which it was brought, until the amount due him by the United States for the use and occupation of the property exceeded the amount *due by him to the United States.*

A letter from Solicitor Jordan, of the treasury, reports that the United States district attorney for the district of Minnesota had reported in a communication received at the solicitor's office on January 6, 1865, that the proceedings in this case were suspended by order of the Secretary of War.

Mr. Steele also states that within 18 months the department has refused to pay him audited and approved voucher on other accounts, for the reason that he was indebted to the United States upon the Fort Snelling purchase.*

He further deposes that on the 24th of April, 1861, the Fort Snelling reservation hitherto in his possession was taken from him by General Sanborn, adjutant general of the State of Minnesota, and by Captain Nelson, for the use and occupancy of United States troops.

In support of the account stated at the head of this paper he deposes that the use and occupation of the land and improvements by the United States during the time cited was worth $2,000 per month, and that he had been injured and sustained damages in that amount by reason of the use and occupation. He now offers to offset so much of the amount as will satisfy and pay any claim the United States may have against him, and asks that the balance due him may be credited and paid as other accounts against the department, and that the deed may be executed to him for the property.

On the 26th of February, 1868, Hon. J. A. Garfield, chairman of the Committee on Military Affairs, requested the Secretary of War to furnish that committee copies of all reports by military commanders in regard to retaining any portion of the Fort Snelling military reservation, copies of all records and papers relating to the sale of the reservation by the Secretary of War, and all information in the possession of the War Department in regard to the use and occupation of said reservation since the sale.

Mr. Garfield stated further, that the committee would be glad to know whether in the opinion of the Secretary of War it is necessary to retain any portion of said reservation for military purposes; and if so, what legislation, if any, is necessary to enable the government to obtain an undisputed title to the same, and to make a full settlement with the purchaser of the reservation.

This was referred to the Adjutant General for compliance with the request of the chairman on military affairs.

From such of these papers as are germane to the history of the case as far as we have proceeded, the following facts are derived:

In answer to the call of the Adjutant General for particulars concerning the military reservation at Fort Snelling, General Sherman on the 10th of March, 1868, reported that he visited Fort Snelling on the 26th

* Mr. Steele has been settled with by the Quartermaster General, within a few months on certain accounts, upon basis independent of the matter here in question.

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of May, 1866, and found it occupied by a company of the 10th infantry, and it has been occupied by troops continuously ever since.

The enclosed copy of his official report made at that time states:

I also learn that Fort Snelling with its 6,000 acres of reserve was sold by Mr. Secretary Floyd to a Mr. Steele that he has paid some $30,000 of the purchase money, and has failed to pay the balance. I understand that Mr. Steele is not anxious to fulfil the terms of his purchase, because the occasion has passed.

It is now too late for him to build a town there, which was the object of his purchase, for St. Paul below the fort, and Minneapolis above, are established too well to be disturbed by rivals. The land is not worth for agricultural purposes anything like the price Steele contracted to pay for it, but Fort Snelling is valuable to us; the government promptly took it back when the war revealed its use as a depot for the collection of volunteer troops, and on all future occasions when troops are needed anywhere north or west of this, Fort Snelling will be found the natural point. I therefore recommend its retention and that a compromise be effected with Mr. Steele.

Fort Snelling would be a good point for the organization of new regiments, when the time comes; but it is of no use whatever for military defence, because there are no Indians or hostile people within 200 miles. Its only use is as a rendezvous for troops, like Jefferson barracks and Fort Leavenworth.

General Sherman adds the following additional report:

Fort Snelling occupies the angle at the junction of the St. Peter's and Mississippi rivers, at the very head of navigation.

Its reservation embraces also land south of the St. Peter's and west of the Mississippi, which is necessary for military uses, but the balance is not, and may with propriety be sold.

Fort Snelling will always be a military point from which troops and supplies can be handled for use on the northern frontier, and should never be sold.

The former sale by Mr. Floyd was declared fraudulent and was suspended, but by a personal examination of the facts I am convinced that Mr. Steele was not involved in the fraud.

A fair compromise should be made with him, and none would be more fair than to credit him with the money paid, $30,000 with interest, and charge him all moneys received by him. He has had the use of the valuable ferry privilege and has had the benefit of other rents and profits, and should make a declarative statement of the account and receive the balance due him.

I have not possession of the map of the reservation, but have repeatedly seen it at the fort and will at once procure a copy of it, and thereon delineate what portion of the reservation may be disposed of and what portion should be held.

I understand from Mr. Steele that he was not only willing but anxious to settle the matter on any conditions that were fair and just to himself.

I have no doubt that the land east of the Mississippi river and south of the St. Peter's can be sold for enough to refund to Mr. Steele the money already paid by him; but if this be insufficient we could further diminish the reservation by a fraction outside of the Minnehaha river and at the extreme part of the reservation embraced by the small lakes; but I repeat my opinion that all the reservation embraced by the Mississippi, St. Peter's and Minnehaha is eminently necessary for the military uses of the United States for all time to come.

General Sherman on the 23d of April sends forward three maps and several papers from General Terry's headquarters relating to the military reservation at Fort Snelling, and says that—

From personal inspection and a study of the relations of the site with regard to the region of country round about to the sources of the Mississippi, and to our northern national boundary, I am clearly of opinion that Fort Snelling, with its present reduced boundary, should be held by the United States forever.

Its sale by Mr. Floyd to Mr. Steele was either in fraud or in ignorance of its military value, but Mr. Steele is not, in my judgment, a party to the fraud.

He paid $30,000, or one-third of the money, in good faith, and should receive back the same with interest or an equivalent.

The more I study the case the more am I convinced that the United States should not diminish that part of the reserve lying in the forks of the Mississippi and St. Peter's; but it is possible that we can dispense with the 160 acres on the east of the Mississippi, and the other piece of 160 acres on the south side of the St. Peter's. (See map.)

The sale of these two pieces of land might realize some $6,000 or $8,000.

If, however, it be indispensable to realize out of the reservation the full sum of $30,000 with interest, there will be no alternative but to reduce the reservation by taking a strip on the west part similar to that indicated in map B by the dotted red line, beginning at the point on Brown's creek above the Minnehaha falls.

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General Sherman concludes thus:

Fort Snelling is at the head of the steamboat navigation on the Mississippi; is the natural depot, *place d'arme*, of that whole region; is naturally fitted for a fortification, but of no manner of use for a farming or town site.

Should the site now pass into private hands, it would have to be repurchased at some future day at a vast cost; I therefore recommend that we should settle with Mr. Steele at a fair cost and retain the place for military uses forever.

On the 27th of April, 1868, the Adjutant General submitted to the Secretary of War all the data required by the chairman of the Military Committee.

It does not appear, however, that the Secretary of War has transmitted these papers to Congress, as requested.

A settlement of the case was last urged upon the Secretary of War, by Mr. Steele in person, on the 27th of August, 1868, he representing that, in accordance with the opinion of the Attorney General, there was abundant authority in the head of the War Department to adjust the case, notwithstanding that in the present condition of legislation a special authorization of Congress is necessary to the sale of any military reservation by the War Department.

It is not necessary to proceed further with this case than simply to note its situation.

It is one concerning which there has been a great deal of public scandal which has attracted the attention of both houses of Congress, and has been made the subject of special investigation of those bodies.

In obedience to the suggestions of one of the bodies, as well as to the requirements of public opinion throughout the country, the Secretary of War refrained from conveying the title to Mr. Steele, and though repeated efforts have been made to obtain a settlement of the case several Secretaries of War have declined to interfere, and the subject is now in process of consideration by the House of Representatives.

As the call for papers relating to the case appears still to be unanswered, no other step is necessary, indeed no other step would appear to be proper than to transmit the document to the Committee on Military Affairs, in accordance with its request.

Any interference of the War Department looking to the adjustment of the claim in its present condition, or of any compromise, even upon the terms suggested by General Sherman in anticipation of congressional legislation, would be injudicious if not improper.

The board add, however, an expression of their entire concurrence in the views and recommendations of General Sherman as to the necessity of the retention of the reservation, the equities of Mr. Steele, and the propriety of selling such portion of the reservation, not actually needed for the use of the United States, as will realize a sufficient sum to reinburse to Mr. Steele the money already paid by him, $30,000.

JAS. A. HARDIE,
Ins. Gen. Brev. Maj. Gen., Pres. Board of Claims.
GEO. GIBSON,
Maj. 1st Inf. Brev. Lieut. Col. U. S. A., Recorder of Board.

WAR DEPARTMENT, *September* 26, 1868.
Approved, by order of the Secretary of War,
WM. M. WHERRY,
Brev. Col. U. S. A., and A. D. C.

BOARD OF CLAIMS, WAR DEPARTMENT.
December 9, 1868.
A true copy:
GEO. GIBSON,
Maj. 1st Inf. Brev. Lieut. Col. U. S. A., Recorder of Board.

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Know all men by these presents that I, Franklin Steele, of St. Paul, in the county of Raney and State of Minnesota, having made, constituted, and appointed, and by these presents do make, constitute, and appoint John B. Sanborn, esq., of the same place, my true and lawful attorney in fact for me, and in my name, place, and stead, to file and prosecute my claim against the United States for the use and occupation of the real estate known as the Fort Snelling reservation in Minnesota, by United States troops since the 23d day of April, A. D. 1861, before the War Department, Court of Claims, or any other department or tribunal of the United States; and also to prosecute my claim for title in fee to real estate known as the Fort Snelling reservation against the United States in any proper court or department, and to adjust and settle all matters of difference between me and the United States growing out of the sale of used military reservation by the government to me, and to execute in my name any papers or instruments in writing necessary and requisite to a full and final settlement of the same, and to file such papers or instruments in writing in court, and appear in court in all matters that may arise therein connected with such sale and purchase, giving and granting unto my said attorney full power and authority to do and perform every act, matter, and thing requisite and necessary to be done in and about the premises, in the same manner and with the same force and effect as I might or could do if personally present. Hereby ratifying and confirming all that my said attorney may do or cause to be done by virtue hereof.

In witness whereof I have hereunto set my hand and seal this 6th day of February, A. D. 1868.

FRANKLIN STEELE.

Signed, sealed, and delivered in presence of—
JNO. F. CALLAN,
CHAS. CONS. CALLAN.

DISTRICT OF COLUMBIA, *County of Washington, ss:*

Be it remembered that on this 6th day of February, A. D. 1868, personally appeared before me Franklin Steele, to me known to be the signer and sealer of the foregoing power of attorney, and acknowledged that he executed the same freely and voluntarily for the use and purposes therein expressed.

JOHN F. CALLAN, *Notary Public.*

WAR DEPARTMENT, *December* 10, 1868.

A true copy.

GEO. GIBSON,
Major 1st Inf., Brt. Lieut. Col. U. S. A., Recorder of Board of Claims

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The United States to Franklin Steele, Dr.

To use and occupation of Fort Snelling reservation for military purposes from April 24, 1861, to January 24, 1868, 81 months, at $2,000 per month	$162,000
Cr.	
By balance of purchase money for reservation unpaid	60,000
Balance unpaid	102,000

JANUARY 24, 1864.

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In support of said claim the following exhibits are attached and referred to, many of which are on file or of record in the War Department, to wit:

Exhibit A.—Articles of agreement entered into on the 6th day of June, 1857, between Seth Eastman, major United States army, and William King Heiskell, agents of the government of the first part, and Franklin Steele, of Fort Snelling, Minnesota Territory, of the second part, approved by the Secretary of War July 2, 1857.

Exhibit B.—Certificate of John J. Cisco, assistant treasurer United States at New York, dated July 25, 1857.

Exhibit C.—Receipt of John B. Floyd, Secretary of War, of date of July 27, 1857.

Exhibit D.—Special Orders No. 119, War Department, Adjutant General's Office, July 31, 1857.

Exhibit E.—Orders of Captain A. W. Reynolds, assistant quartermaster United States army, dated Fort Snelling, July 19, 1858.

Exhibit F.—Resolution of committee of the House of Representatives, from courtesy to which the Secretary of War did not receive the security from Steele.

Exhibit G.—Declaration and notice to plead in suit, United States against Franklin Steele.

Exhibit H.—Affidavit of Franklin Steele, sustaining his claim against the United States.

EXHIBIT A.

Articles of agreement made and entered into this 6th day of June, 1857, by and between Seth Eastman, major United States army, and William King Heiskell, agents of the United States government, of the first part, and Franklin Steele, of Fort Snelling, Minnesota Territory, of the second part, to wit: The party of the first part have this day sold to the party of the second part all that tract and reserve of land known as the military reservation of Fort Snelling, with the improvements thereon, excepting and reserving twenty (20) acres described as follows, to wit: Commencing at the southeast corner of fraction No. one, (1,) in section twenty-eight, (28,) in township twenty-eight, (28,) in range twenty-three, (23,) running north forty (40) rods, thence west eighty (80) rods, thence south forty (40) rods, thence east eighty (80) rods to the place of beginning; the same being reserved for a Catholic church and burial ground, where the church and burial ground now is. Also excepting and reserving the northwest quarter of section twenty, (20,) in township twenty-eight, (28,) of range twenty-three, (23,) containing ten acres, the same being reserved for a Protestant grave yard. For and in consideration of the above, the party of the second part agree and hereby binds himself, heirs, executors, administrators, &c., to pay to the United States government, or an authorized agent or agents, the sum of $90,000, one-third of said sum payable on the 10th day of July next, and the residue in two equal annual payments thereafter—the said tract of land or reservation contains about 7,000 acres.

Possession of the said lands to be given (and improvements) as soon as the Secretary of War can dispense with it for military purposes, and a deed given when the first payment aforesaid is made, and satisfactory

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security for the deferred payments given and approved by the Secretary of War or agents appointed for that purpose.

As witness our hands and seals the day and year above written.

SETH EASTMAN, [SEAL.]
Major U. S. Army, Agent, &c.
WILLIAM KING HEISKELL. [SEAL.]
FRANKLIN STEELE. [SEAL.]

Approved.

JOHN B. FLOYD,
Secretary of War.

WAR DEPARTMENT, *February* 2, 1857.

On the back of said articles of agreement is the following:
E. 122, July 2, 1857.
B. K. 40, S. 209, E. 44.

EXHIBIT B.

No. 164.] OFFICE OF ASSISTANT TREASURER UNITED STATES,
New York, July 25, 1857.

I certify that Franklin Steele has this day deposited to the credit of the treasurer of the United States $30,000, on account of the fund arising from the sale of the military reserve at Fort Snelling, Minnesota, for which I have signed triplicate receipts.

$30,000. JOHN J. CISCO,
Assistant Treasurer.

EXHIBIT C.

Received, 27th July, 1857, of Franklin Steele, of Minnesota, the sum of $30,000, being the first instalment due and to be paid on the 10th of July, 1857, on account of the land sold to him on the 6th day of June, 1857, known as the military reserve at Fort Snelling, Minnesota, and which sale was made by direction of the Secretary of War, under the authority vested in him by the 4th section of the act of Congress of the 4th of March, 1857, making appropriation for the support of the army for the year ending the 30th of June, 1858, by Major Seth Eastman, of the United States army, and William King Heiskell, agents appointed to make the sale; said land being more fully described in an agreement bearing date the aforesaid 6th day of June, 1857, from the said Major Seth Eastman and William King Heiskell, and which agreement is on file in the War Department.

JOHN B. FLOYD,
Secretary of War.

EXHIBIT D.

[Special Orders, No. 119.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 31, 1857.

I. The first instalment of the purchase-money of Fort Snelling having been paid into the treasury, the military reservation and property

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pertaining thereto, excepting the fort and other buildings which are required for the use of the troops at the post, will be put in the immediate possession of Mr. Franklin Steele.

The military post will be maintained until further orders.

* * * * * * * *

By order of the Secretary of War:

S. COOPER,
Adjutant General.

EXHIBIT E.

FORT SNELLING, MINNESOTA, *July* 19, 1858.

Whereas the following instructions have been received by me from the quartermaster general's department, viz:

QUARTERMASTER GENERAL'S OFFICE,
Washington City, July 9, 1858.

SIR: In compliance with instructions from the Secretary of War, you will immediately transfer Fort Snelling to Mr. Franklin Steele, by whom it has been purchased. Take his acknowledgment of its receipt, and forward it to this office.

Very respectfully, your obedient servant,

T. J. JESUP,
Quartermaster General.

Capt. A. W. REYNOLDS,
Assistant Quartermaster, Fort Snelling.

Now, be it known to all men that, in pursuance to the above order, I have this day transferred and do hereby transfer to the said Franklin Steele, purchaser of the same, the aforesaid Fort Snelling, giving him, the said Franklin Steele, as ample and perfect possession, and as fully conveying and transferring the same as I am able or authorized and empowered to do by the above order.

A. W. REYNOLDS,
Captain and Assistant Quartermaster U. S. A.

EXHIBIT F.

Resolved, That the chairman of this committee call upon the President of the United States and Secretary of War, and request that no title shall be executed to the party making purchase of the military reservation at Fort Snelling until this committee shall have closed its investigation and the House shall have acted thereon.

JANUARY 29, 1858.

EXHIBIT G.

UNITED STATES,
vs.
FRANKLIN STEELE.

United States District Court, District of Minnesota.—Debt claim, $60,000; damages, $15,000.—September 12, 1860.

The United States, plaintiff in this suit, complains of Franklin Steele, defendent in this suit, who has been summoned to answer the said plaintiff of a plea that he render to the said plaintiff the sum of $60,000,

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lawful money of the United States of America, which he owes to and unjustly detains from said plaintiff.

For that, whereas the said defendant heretofore, to wit, on the 6th day of June, 1857, to wit, at St. Paul, in said district, by his certain writing obligatory, sealed with his seal, and to the court here shown, the date whereof is the same day and year aforesaid, agreed and bound himself unto the said plaintiff to pay the United States government, to wit, the plaintiff, or an authorized agent or agents, the sum of $90,000; one-third of said sum payable on the 10th day of July (then) next, and the residue in two equal annual payments thereafter. But the said defendant, although often requested to do so, has not as yet paid the residue of said sum of $90,000 (to wit, the $60,000) above demanded, or any part thereof, to the said plaintiff; but has hitherto wholly neglected and refused and still neglects and refuses so to do, to the damage of the said plaintiff of $15,000, and therefore he brings this suit, &c.

GEORGE L. BEEKER,
Attorney for United States.

And on the back of said declaration is the following endorsement, to wit:

United States district court, district of Minnesota; the United States *vs.* Franklin Steele; declaration to.

SEPTEMBER 17, 1860.

SIR: You are hereby notified that a rule to plead has this day been entered in the common rule books of the clerk of the district court, requiring you to plead to the declaration, of which this is a copy on file in the office of said clerk, within 20 days after the service, or be defaulted.

GEORGE L. BEEKER,
Attorney for United States.

WILLIAM HOLLINGSHEAD,
Defendant's Attorney.

Copy:

GEORGE L. BEEKER.

EXHIBIT H.

DISTRICT OF COLUMBIA, *County of Washington*, *ss:*

Franklin Steele, of St. Paul, Minnesota, being first duly sworn, deposes and says, that on the 24th day of April, A. D. 1861, and for more than two years prior thereto, he was in the sole, undisputed and peaceable possession of the land and property situated at the junction of the Minnesota and Mississippi rivers, situated in the State of Minnesota, known as the Fort Snelling reservation, containing about 7,000 acres of land, with the improvements thereon; that he was placed in possession of said lands, buildings and property of the United States government pursuant to certain articles of agreement entered into by and between himself and the United States by its authorized agents, a true copy of which is herewith submitted for consideration; and deponent says that he has always been ready and willing, and is now ready and willing to perform all the stipulations of said agreement by him to be kept and performed, and that the security for the payment of $60,000 referred to in said agreement was on or about the 1st day of August, 1857, offered by him to the

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Hon. Secretary of War in United States bonds, and that the same was not accepted by the Secretary of War, nor the deed to said land, property and improvements delivered to him, for the sole reason that the Secretary of War chose to have the land remain as security; and the deponent says that before the next payment became due a committee of the House of Representatives, appointed to investigate the conduct of the Secretary of War in making said sale, had requested the said Secretary of War not to perfect the title to said property in this affiant until said committee should have closed its investigation and the House have acted thereon, as will appear by Exhibit F hereto attached; and deponent says that the United States government have always treated said agreement, as contained in Exhibit A hereto attached, as in all things binding and valid, and did, on the 12th day of September, A. D. 1860, sue this affiant in the United States district court for the district of Minnesota, in a plea that he render to the United States the sum of $60,000, being the balance of the unpaid purchase money to be paid by him for said property, and for which he delayed the payment for the sole reason that the United States had not fulfilled its agreement and obligation to him in the premises, and that said suit was continued against him from term to term of said court until the amount due him by the United States for the use and occupation of said property exceeded the amount due by him to the United States, when said case, by the neglect of the attorney of the United States, was stricken from the calendar of said court, but is still pending against him in said court, as he is informed by his attorneys; and the affiant makes reference to Exhibit G for a more full representation of the claim of the United States in the premises; and deponent says that the War Department of the United States government has within 18 months refused to pay him audited and approved vouchers and accounts, for the reason that he was indebted to the United States upon said Fort Snelling purchase.

And deponent further says, that on the 24th day of April, A. D. 1861, the said property and real estate known as the Fort Snelling reservation, containing about 7,000 acres of land, and the improvements thereon, were seized and taken from him by John B. Sanborn, then adjutant general and acting quartermaster general of the State of Minnesota, and Captain A. D. Nelson, United States army, for the use and occupation of the United States troops; and deponent says, that troops of the United States have continued in the occupation of said property and improvements from that day to this, and that during all said time he has been deprived of the use and possession thereof; and deponent says, that the use and occupation of said land and improvements during the time aforesaid is worth and of the value of $2,000 per month—in all, of the value of $162,000, and that he has been injured and sustained damage to that amount, by reason of the use and occupation aforesaid; and deponent says that he now offers to offset so much of said amount as will satisfy and pay any claim the United States may have against him, and asks that the balance due him may be credited and paid as other accounts against the department, and that a deed may be executed to him by the Secretary of War pursuant to the terms of the agreement hereinbefore referred to.

And deponent further says that he has always been a faithful and loyal citizen of the United States, and that he has never given any aid, countenance, counsel nor encouragement to persons engaged in armed hostility thereto, and that he has never yielded any support to any government or pretended government, authority or power hostile or inimical to the United States.

FRANKLIN STEELE.

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Sworn to and subscribed before me this 6th day of February, A. D. 1868.

JOHN F. CALLAN,
Notary Public.

In addition to the foregoing, claimant respectfully refers to and makes part of his case the journals of the House of Representatives 35th Congress, and especially to House Report No. 351 of the 1st session of said Congress.

JOHN B. SANBORN,
Attorney for Claimant.

A true copy:

GEO. GIBSON,
Major 1st Infantry, Brevet Lieut. Colonel U. S. A.,
Recorder of Board of Claims.

WAR DEPARTMENT, *December* 10, 1868.

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C.

J. K. BARNES,
Surgeon General, U. S. Army.

Hon. O. H. BROWNING,
Secretary of the Interior.

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J. K. BARNES,
Surgeon General, U. S. Army.

Hon. O. H. BROWNING,
Secretary of the Interior.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 10.

COLUMBIA HOSPITAL.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Statement by Surgeon General Barnes, of expenditures made for the Columbia Hospital.

DECEMBER 14, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., December 10, 1868.

SIR: I have the honor to transmit a copy of a letter dated the 7th instant, which I have received from Brevet Major General James K. Barnes, Surgeon General United States army, enclosing the accompanying statement of the expenditures made under his direction of the appropriation by Congress for the Columbia Hospital for Women and Lying-in Asylum.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

WAR DEPARTMENT, SURGEON GENERAL'S OFFICE,
Washington, December 7, 1868.

SIR: I have the honor to transmit the enclosed duplicate reports of the expenditures of Columbia Hospital for Women and Lying-in Asylum in this city, with the request that they be laid before Congress.

Very respectfully, your obedient servant,

J. K. BARNES,
Surgeon General, U. S. Army.

Hon. O. H. BROWNING,
Secretary of the Interior.

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To the honorable the Senate and House of Representatives of the United States in Congress assembled:

Congress having by an act approved July 27, 1868, appropriated the sum of $15,000 for the support of the Columbia Hospital for Women and Lying-in Asylum, and made it the duty of the Surgeon General of the army to report to Congress at every December session a full and accurate account of all expenditures made by said asylum out of appropriations by Congress, I have the honor to submit the following statement of these expenditures from the date of the act referred to, to the 1st of December, 1868:

Date of payment.	To whom paid, and for what.	Amount.
1868.		
August 8	Dr. J. H. Thompson, salary as surgeon in chief, from January 1 to June 30, inclusive, 1868, at 1,400 per annum, six months.	$700 00
17	S. B. Brown & Son, lumber	14 94
17	F. C. Weston & Co., bill of provisions	139 68
18	A. R. Shepherd & Brothers, plumbing and gas fitting	25 23
18	Kidwell & Son, bill for medicines	594 50
18	J. W. Boteler & Brother, crockery and cutlery	174 50
18	Green & Williams, 25 wood-seat chairs	25 00
19	Martha Rumsey, matron, pay-roll of employés of hospital for the quarter ending June 30, 1868	500 95
19	Martha Rumsey, matron, pay-roll of employés of hospital for the month ending July 31, 1868	170 00
19	Martha Rumsey, salary as matron from October 1, 1867 to July 31, inclusive, 1868, 10 months, at $25 per month	250 00
19	Daniel Sullivan, 775 gallons of milk, at 40 cents	310 00
19	Washington Gas-light Company, 66,800 feet gas	233 62
19	W. M. Shuster & Brother, 198 yards of muslin	49 50
19	C. Gautier, wine bitters and whiskey	60 00
19	W. S. Thompson, patent syringes, chloroform, &c	41 25
19	John B. Lord, 24 tons coal, and putting it away	228 00
21	Conrad Würdig, manure, removing ashes, &c	44 00
21	J. P. Bartholow, garden seeds and implements	71 54
22	William Choppin, making table, hot-bed frames, &c	150 50
22	Snow, Coyle & Co., advertising	130 00
25	T. M. Harvey, 84 gallons of oysters	105 00
26	Jos. Reynolds & Co., plumbing and gas-fitting	118 31
29	J. W. Rumsey, carpenter work and materials	186 50
31	Richards & Martin, 2,000 paving bricks	30 00
31	John McNamara, grading and turfing	86 00
31	M. C. Conover, 280 pounds of butter	126 00
31	Charles Fischer, surgical instruments and repairs	22 90
31	William H. Boyd, one copy Washington City Directory and Advertisement	25 00
31	John Saul, garden seeds	31 81
31	Washington & Georgetown Ice Co., 44,067 pounds of ice	288 85
31	J. G. Robinson, hire of Odd Fellows' Hall, 14 days, for the purpose of holding a fair for the benefit of the hospital	210 00
31	C. C. Hill, trustee, rent of house and grounds, corner of Massachusetts avenue and 14th street, from March 1 to May 31, inclusive, 1868, six months, at $2,500 per annum	1,250 00
Sept. 10	Jackson Brothers & Co., groceries	2,577 92
12	Martha Rumsey, provisions	153 21
23	Dr. J. H. Thompson, salary as surgeon in chief, from July 1 to September 30, inclusive, 1868, three months, at $1,400 per annum	350 00
26	Martha Rumsey, matron:	
	Bill of C. Ashford, flour and eggs — $16 90	
	Bill of H. F. Davis, groceries — 122 72	
	Bill of Washington Gaslight Company — 8 16	
	Bill of Webb & Beveridge, crockery — 21 50	
	Pay-roll of employés of hospital for the month ending August 31, 1868 — 170 00	
	Provisions — 246 24	
		585 52

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Statement—Continued.

Date of payment.	To whom paid, and for what.		Amount.
1862.			
October 9	Martha Rumsey, salary as matron, from August 1 to September 30, inclusive, 1868, two months, at $25 per month.....		$50 00
12	Martha Rumsey, matron:		
	Bill of groceries and provisions.....	$249 62	
	Bill of H. F. Davis, coffee and rice.....	47 50	
	Bill of Washington Gaslight Company.....	13 60	
	Bill of Webb & Beveridge, crockery	11 30	
	Pay-roll of employés of hospital for the month ending September 30, 1868.....	183 00	
			505 02
Nov. 6	Dr. J. H. Thompson, salary as surgeon in chief from October 1 to 31, inclusive, 1868, at $1,400 per annum, 1 month.....		116 66
7	Martha Rumsey, salary as matron, from October 1 to 31, inclusive, 1868, at $25 per month.....		25 00
	Total expended.....		10,756 91

J. K. BARNES,
Surgeon General United States Army.

SURGEON GENERAL'S OFFICE, *December* 5, 1868.

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ESTIMATES OF APPROPRIATIONS.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

Estimates for the service of that department for the fiscal year ending June 30, 1870.

DECEMBER 14, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

POST OFFICE DEPARTMENT,
Washington, D. C., December 12, 1868.

SIR: In compliance with the provisions of the second section of the act of July 2, 1836, to change the organization of the Post Office Department, I have the honor to submit the following as the estimates of the sums of money expected to be required for the service of this department for the fiscal year ending June 30, 1870:

For inland mail transportation, including overland and sea mail to California	$13,231,653
For foreign mail transportation	450,000
For ship, steamboat, and way letters	8,000
For compensation to postmasters	4,546,000
For clerks for post offices	2,500,000
For payments to letter-carriers	1,000,000
For wrapping paper	70,000
For twine	20,000
For letter balances	4,000
For compensation to blank agents and assistants	8,000
For office furniture	2,500
For advertising	40,000
For postage stamps and stamped envelopes	500,000
For mail depredations and special agents	118,350
For mail bags and mail-bag catchers	30,000
For mail locks, keys, and stamps	27,000
For miscellaneous payments, including balances due foreign countries	875,000
For retransfer to money-order account, being money transferred by postmasters, and deposited in the treasury as postage receipts	1,000,000
Total	24,540,413

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The following amounts will also be required from any money in the treasury not otherwise appropriated, viz:

For steamship service between San Francisco, Japan, and China	$500,000
For steamship service between the United States and Brazil	150,000
For steamship service between San Francisco and the Sandwich Islands	75,000
Total	725,000

Very respectfully, your obedient servant,

ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

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ALABAMA CLAIMS.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN ANSWER TO

A resolution of the house of December 7th instant, transmitting correspondence with American minister at London concerning the so-called Alabama claims.

DECEMBER 14, 1868.—Referred to the Committe on Foreign Affairs and ordered to be printed.

To the House of Representatives of the United States:

In answer to the resolution of the House of Representatives of the 7th instant, relating to the correspondence with the American minister at London concerning the so-called Alabama claims, I transmit a report on the subject from the Secretary of State.

ANDREW JOHNSON.

WASHINGTON, *December* 11, 1868.

DEPARTMENT OF STATE,
Washington, December 11, 1868.

The Secretary of State, to whom was referred the resolution of the House of Representatives of December 7, 1868, in the following words: "*Resolved*, That the President be requested to communicate to this house, if not incompatible with the public interest, copies of the letter of instructions to the American minister at London relating to the settlement of the so-called 'Alabama claims,' and any subsequent correspondence with him or the British government on that subject," has the honor to submit the following report:

In his annual message, transmitted on the 9th of December, after the resolution referred to was passed, the President informed Congress that negotiations upon the subject referred to in the resolution, with some other international controversies between the United States and Great Britain, were pending, and that he was not without hope of being able to lay before the Senate, for its consideration during the present session, protocols calculated to bring those controversies to an end. The negotia-

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tions to which the President thus referred have just now been arrested by the retirement of her Majesty's late ministers from administration. There is reason, however, to believe that the interruption will be only a temporary one. Under these circumstances the Secretary of State is of opinion that the publication of the correspondence called for, at the present moment, would be premature and incompatible with the public interests.

Respectfully submitted:

WILLIAM H. SEWARD.

To the PRESIDENT.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 13.

DISBURSEMENTS IN THE WAR DEPARTMENT.

REPORT

FROM

THE SECRETARY OF WAR,

BY REQUEST OF

The Committee of Ways and Means, relative to the expenditures in the War Department.

DECEMBER 15, 1868.—Referred to the Committee on Expenditures in the War Department and ordered to be printed.

The Secretary of War, in compliance with the request of the Committee of Ways and Means of the House of Representatives, dated July 13, 1868, *has the honor to report:*

1. That the amount disbursed by the pay department for military service, since the 30th June, 1865, and up to the 30th June, 1868, including pay proper, commutation, and all other disbursements; but excluding bounties and arrears due prior to 30th June, 1865, was:

In 1865, (from July 1)	$40,422,862 00
In 1866	37,503,921 29
In 1867	23,000,222 63
In 1868, (to June 30)	10,080,984 75
Total	111,007,990 67

which will be slightly increased by returns of paymasters at distant stations not received in time to be included in this report. The reports of paymasters being rendered bi-monthly instead of quarterly, it has not been found practicable to state the amounts disbursed in each quarter, as requested.

2. The disbursements of the subsistence department during the same period were:

In 1865, third quarter	$6,305,547 04
fourth quarter	66,781 21
In 1866, first quarter	199,351 58
second quarter	795,781 58
third quarter	1,651,220 01
fourth quarter	2,101,808 59

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In 1867, first quarter		$2,452,800 48
second quarter		4,725,615 49
third quarter		3,372,046 89
fourth quarter		865,046 73
In 1868, first quarter		1,545,950 60
second quarter		2,637,418 86
Total		26,719,369 06
Of this amount there was expended:		
For subsistence of Indians	$1,865,869 19	
For subsistence of refugees and freedmen	4,157,320 63	
For purchase of tobacco; to be refunded by the soldiers	696,094 56	
For claims arising during the rebellion	1,006,218 87	
		7,725,503 25
Leaving as the amount expended for subsistence of the army and commutation, during the time designated		18,993,865 81

3. The expenditures of the quartermasters' department during the same period, for quartermasters' stores, forage, transportation, barracks, commutation of quarters, and all other quartermaster's expenditures, were:

In 1865, third quarter	$36,206,038 54
fourth quarter	36,128,938 39
In 1866, first quarter	19,027,196 80
second quarter	8,897,667 36
third quarter	6,891,865 68
fourth quarter	7,907,370 37
In 1867, first quarter	4,994,906 25
second quarter	4,957,457 52
third quarter	1,195,255 75
fourth quarter	687,099 52
In 1868, first quarter, (partial)	221 56
second quarter, (returns not received)	.....
Total	126,894,017 74
To which add purchases and expenditures exhibited by accounts not yet examined and passed	15,685,061 91
Aggregate	142,579,079 65

Of this expenditure some portion is for indebtedness incurred during the rebellion, which it is not possible to separate within any reasonable time.

4. The expenditures of the medical department during the same period were:

In 1865, third quarter	$488,846 08
fourth quarter	479,460 10
In 1866, first quarter	256,119 95
second quarter	216,365 73
third quarter	168,353 15
fourth quarter	346,440 24
In 1867, first quarter	100,677 07
second quarter	98,885 91

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In 1867, third quarter	$393,242 68
fourth quarter	132,488 29
In 1868, first quarter	161,786 45
second quarter	198,315 47
Total	3,040,981 12

5. The expenditures by the Adjutant General during the same period were:

In 1865, third quarter	$48,100 11
fourth quarter	74,813 51
In 1866, first quarter	105,320 46
second quarter	13,451 56
third quarter	95,569 04
fourth quarter	194,493 90
In 1867, first quarter	95,647 18
second quarter	149,431 40
third quarter	99,174 11
fourth quarter	100,061 41
In 1868, first quarter	42,492 99
second quarter	22,188 28
	1,040,743 95
From which deduct amount in hands of disbursing officers July 1, 1868	33,918 89
Total	1,006,825 06

This statement includes a small amount of indebtedness accrued during the rebellion, and which could not be readily separated.

6. The disbursements of the Bureau of Engineers during the period named were:

In 1865, third quarter	$918,350 00
fourth quarter	679,713 44
In 1866, first quarter	453,902 24
second quarter	470,825 17
third quarter	671,936 37
fourth quarter	616,971 33
In 1867, first quarter	395,220 47
second quarter	540,675 27
third quarter	600,493 66
fourth quarter	425,936 11
In 1868, first quarter	359,142 79
second quarter	400,602 23
Total	6,533,769 08

7. The expenditures of the Ordnance Bureau during the same period were:

In 1865, third quarter	$2,397,234 02
fourth quarter	1,451,273 28
In 1866, first quarter	1,173,036 65
second quarter	1,048,564 46
third quarter	888,442 81
fourth quarter	974,426 49

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In 1867, first quarter	$934,292	44
second quarter	802,291	64
third quarter	847,803	54
fourth quarter	513,679	09
In 1868, first quarter	435,818	98
second quarter	346,163	38
Total	11,813,026	78

The foregoing statement is an approximate estimate only, ascertained by deducting from the total expenditure in each quarter the probable amount disbursed on account of war liabilities. The current expenditures were for armament of fortifications, Gatling guns, manufacture, repair, alteration, and preservation of small arms, and, generally, all other ordnance expenses.

8. From the preceding statements it will be seen that the military expenditures from July 1, 1865, to June 30, 1868, a period of three years, were about $295,000,000, of which, it is believed, as near as can be ascertained without long and tedious investigation, nearly $100,000,000 were on account of liabilities incurred during the rebellion, leaving $195,000,000 as the outlay for current expenses during the time named; an average of $65,000,000 per annum.

J. M. SCHOFIELD,
Secretary of War.

WAR DEPARTMENT, *December* 12, 1868.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 14.

OVERLAND MAIL.

LETTER

FROM THE

POSTMASTER GENERAL,

IN ANSWER TO

A resolution of the House of the 7th instant relative to the contract for carrying the overland mail.

DECEMBER 16, 1868.—Referred to the Committee on Appropriations and ordered to be printed.

POST OFFICE DEPARTMENT,
Washington, December 16, 1868.

SIR: In compliance with a call made upon me by a resolution adopted by the House of Representatives on the 7th instant, I submit herewith a copy of an agreement made with Wells, Fargo & Co., on the 21st October, 1868, for carrying the United States mails overland between the termini of the Union Pacific railroad and the Central Pacific railroad, from October 1, 1868, for the term of one year, or until the two railroads meet, at the rate of $1,750,000 per annum, subject to deduction *pro rata* for every section of 50 miles of railroad completed and reported to the Post Office Department ready to carry the mails; also, copies of all correspondence in the department on that subject, and of the contract with Carlton Spaids, and the correspondence with him and others in regard to carrying the said mails, and all information in the department and all the complaints made in regard to the manner in which Wells, Fargo & Co. have performed the said mail service. I submit, also, copies of the printed advertisements of November 30, 1867, and March 9, 1868, under which Carlton Spaids became the accepted bidder for carrying the mail on the overland route, numbered 16,635. These papers are presented, however, not in the order named in the resolution, but in the order of their respective dates, giving thus a connected account of the transactions to which they relate.

With these papers I beg leave to submit a few observations.

1. The demand made by Carlton Spaids, in his letters of the 12th, 17th, and 29th September, 1868, that the department should stipulate beforehand to allow him additional pay *pro rata*, and pay him quarterly, for every pound of additional mail matter which might be thrown upon the overland route in consequence of legislative action taken by Congress after the contract had been awarded to him, as a condition precedent to his making preparations to perform the service required by his contract,

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was utterly inadmissible. All contracts made with the department for the transportation of the mail require the contractor to provide "such means as may be necessary to transport the whole of said mail, whatever may be its size or weight." This is plainly stated in the "instructions" appended to the advertisement of November 30, 1867, (see page 20,) referred to in the advertisement of March 9, 1868, ("Notes," page 4,) under which Carlton Spaids became the accepted bidder. Whatever additional matter might have been thrown upon the route, in consequence of the congressional legislation referred to, might have been made the ground of a claim upon Congress for additional compensation, but it could not, according to law or precedent, have been made the basis of an allowance of increased pay by the mere action of the department.

2. The information before the department at the time of its correspondence with Spaids, respecting the additional weight likely to be thrown on his route, showed the average weight of the mails per day carried overland to Salt Lake, one-third of the distance, to be 735 pounds; carried beyond Salt Lake, two-thirds of the distance, 353 pounds, equivalent to an average per day, for the whole distance, of 480 pounds, and the average sent by sea from New York to be within a fraction of 2,000 pounds per day. An allowance to Spaids of additional pay *pro rata* for an addition of 2,000 pounds per day to the weight of his mails would make his annual compensation $1,730,833—$416,833 above the highest bid received under the advertisement, and $19,167 less than Wells, Fargo, & Co.'s $1,750,000 proposition. But when the department made its decision to accept the proposition of Wells, Fargo, & Co., the letter of the postmaster at New York, dated the 9th October, 1868, was at hand, making the average weight of mails per day sent from his office for the overland route 4,424 pounds. Upon this basis an allowance of additional pay *pro rata* to Spaids would make his annual pay $3,087,583.

3. The following estimate shows the cost of the service under the proposition of Wells, Fargo, & Co., putting the distance on 1st October at 837 miles, and reducing it thereafter at successive dates, as shown, according to the estimated progress of the railroads east and west.

October 1 to October 10, 837 miles	$47,554
October 11 to October 31, 660 miles	78,745
November 1 to November 15, 600 miles	51,166
November 16 to November 30, 550 miles	46,905
December 1 to December 15, 500 miles	42,644
December 16 to December 31, 450 miles	38,667
January 1 to March 31, 400 miles	209,080
April 1 to April 15, 400 miles	34,463
April 16 to April 30, 350 miles	30,155
May 1 to May 15, 300 miles	25,848
May 16 to May 31, 250 miles	21,541
June 1 to June 15, 200 miles	17,234
June 16 to June 30, 150 miles	12,927
July 1 to July 15, 100 miles	8,620
July 16 to July 31, 50 miles	4,595
Total	670,144

4. The following estimate shows the cost of the service under Brigham Young's modified proposal of October 15, 1868, to carry 2,000 pounds west per day for 8 months, at contract price ($559,375) and receive 10

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cents per pound per 100 miles for the excess, without allowing for any probable increase of the weight, going west, as shown by the telegram of the postmaster at Omaha of 8th October, 1868:

Bid for 2,000 pounds per day going west for eight months....	$559,375
Excess of 800 pounds per day going west—	
October 16 to October 31, 660 miles....	8,448
November 1 to November 15, 600 miles....	7,200
November 16 to November 30, 550 miles....	6,600
December 1 to December 15, 500 miles....	6,000
December 16 to December 31, 450 miles....	5,760
January 1 to March 31, 400 miles....	28,800
April 1 to April 15, 400 miles....	4,800
April 16 to April 30, 350 miles....	4,200
May 1 to May 15, 300 miles....	3,600
May 16 to May 31, 250 miles....	3,200
June 1 to June 15, 200 miles....	2,400
June 16 to June 30, 150 miles....	1,800
July 1 to July 15, 100 miles....	1,200
July 16 to July 31, 50 miles....	640
Proportional pay after 8 months—	
June 16 to June 30, 150 miles....	16,388
July 1 to July 15, 100 miles....	10,926
July 16 to July 31, 50 miles....	5,464
Total....	676,801

5. The following estimate shows the cost of the service under Brigham Young's modified proposal of October 15, 1868, upon the basis of 4,400 pounds per day, as reported by the postmaster at New York, under date of 9th October, 1868:

Bid for 2,000 pounds per day going west for eight months....	$559,375
Excess of 2,400 pounds per day going west—	
October 16 to October 31, 660 miles....	25,344
November 1 to November 15, 600 miles....	21,600
November 16 to November 30, 550 miles....	19,800
December 1 to December 15, 500 miles....	18,000
December 16 to December 31, 450 miles....	17,280
January 1 to March 31, 400 miles....	86,400
April 1 to April 15, 400 miles....	14,400
April 16 to April 30, 350 miles....	12,600
May 1 to May 15, 300 miles....	10,800
May 16 to May 31, 250 miles....	9,600
June 1 to June 15, 200 miles....	7,200
June 16 to June 30, 150 miles....	5,400
July 1 to July 15, 100 miles....	3,600
July 16 to July 31, 50 miles....	1,920
Proportional pay after eight months—	
June 16 to June 30, 150 miles....	16,388
July 1 to July 15, 100 miles....	10,926
July 16 to July 31, 50 miles....	5,464
Total....	846,097

6. The only other propositions before the department were that of Charles McLaughlin, requiring 30 days time to make preparation for the

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service—which, therefore, could not be entertained—and that made in behalf of the Union Pacific Railroad Company, to contract for one year at $1,500,000, without any provision for a reduction of pay as the building of the railroads advanced.

I had no legal authority to make any new arrangement with Mr. Spaids while his contract was in force, and would not have done it at such rates if I could. The increase of service for which the law authorizes additional compensation has no reference whatever to the amount of mail matter carried over a mail route. Increase of service in the law, and by the uniform construction and practice of the department, has reference only to length of routes or increase of the number of trips over mail routes, and does not in any way refer to the amount of mail matter carried. The letters and despatches, copies of which are herewith transmitted, show the efforts made by the department to overcome the difficulties which arose from the failure of Mr. Spaids.

The embarrassments were very great. It was necessary under the law that mails should go forward. It would not answer to pile up 150 tons of mail matter at stations on this route. The expenses of transportation were enormous. It was estimated that at least 60 days would be necessary to put an efficient daily service on the road. More than 1,000 horses were required to perform it properly. The expense of feeding the horses alone was estimated at $2,000 per day. Delays would no longer answer after Spaids had thrown up his contract. After all the efforts to overcome the difficulty failed, I called together Senator Morgan, Senator Cole, Mr. Greeley, the Postmaster in New York, and other men of high character, and told them frankly my difficulty. I knew that whatever was done, fault would be found by interested and mischievous men, because something else was not done. I desired their advice, and, after full consideration and examination of all the propositions, I was advised by these gentlemen to make the arrangement which was made with Wells, Fargo & Co. The whole of these difficulties grew out of the act of Congress, changing the law in regard to the character of the mail matter authorized to be carried at ordinary postages on the route in question. These difficulties were, however, foreseen and pointed out to Congress, when the law was changed by the chairman of the Post Office Committee. If Mr. Farnsworth had had the gift of prophecy, he could not have foretold with more certainty the consequences of the change in the law than he did in his sagacious remarks in the House of Representatives, as reported in the Daily Globe of June 20, 1868. I quote as follows:

"Mr. FARNSWORTH. If I can have the attention of the House for a moment, I will state briefly the points about this bill. The House passed a bill removing the restriction which was imposed by the act of 1864. I believe, which required that printed matter should pay letter rates between the western boundary of Kansas and the eastern boundary of California where it had to be carried by stages, except that newspapers, magazines and periodicals are carried there, as everywhere else, to regular subscribers from the office of publication. The present contract expires in the fall, in October, I believe. The Senate have amended the bill so as to make it take effect in the fall, and sent it back to the House.

"Upon examination of the bids put in at the department for carrying the mails for the next four years, and on inquiry with reference to the intentions of the parties who have bid for carrying the mails—the bids for the letter mails being already in—we find this fact: that the difference of expense will be about $1,000,000 if we remove this restriction and allow the publishers of books, magazines, &c., to send by mail their packages to dealers in the various places in these remote territories. The House will see at a glance that they would load down the stage coaches and make the mails very bulky and heavy, and the contractor cannot afford to carry this immense load of matter at the same rate at which they are now carrying the letters and newspapers, &c., to the regular subscribers

"The Committee on the Post Office and Post Roads considered this question, and also, I believe, considered it in conjunction with the committee on the part of the Senate, on one occasion when I was not present, at the Post Office Department, a few days ago, and the

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instructed me to make the motion, when this bill was reached, to refer it to the Committee on the Post Office and Post Roads. They came to the conclusion that it is not worth while to saddle the department with this extra expense at present."

Again:

"Mr. FARNSWORTH. I am only desirous the House should understand this matter. I have here now the figures showing the difference in these bids. These contracts before were let very soon. The contractors must make provision for their forage before the season is far advanced. There are five bids for carrying this mail. Wells, Fargo & Co., $1,300,000, with the understanding that they are to carry printed matter if we pass this bill. There are four other bids, and the highest of which is $460,000, being $900,000 less than the bid of Wells, Fargo & Co. These other bidders made these bids with reference to the law as it is now, excluding heavy mail matter. The House will understand that the law now does not exclude newspapers and periodicals to regular subscribers. It cuts a little hard on the book trade and the publication offices, the men who are dealing in these articles. The question for the House is whether we shall now add this $900,000 to the expenses of the department or wait a little. As fast as this railroad is completed these things are all carried, and in the course of a year very likely we may be able to amend the law without saddling this amount of expense upon the country. I now call the previous question."

The contract made has turned out a good one for the department, as more than half the distance between the ends of the two roads on the 1st of October last has already been cut off by the progress of the roads. If the road is completed as anticipated, the accepted proposition of Wells, Fargo & Co. will be far the most economical for the department of any of the responsible propositions made. It will probably cost the company from $100,000 to $200,000 more than they will receive. I understand that an application will be made to Congress for this relief.

I would be pleased to have a committee appointed to investigate this whole matter, and to examine into the great expense of this mail transportation through an uninhabited wilderness during the fall and winter season, so that in case an application is made for relief, Congress can act understandingly on the subject.

Very respectfully, your obedient servant,

ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

Papers accompanying the letter of the Postmaster General of December 16, 1868, in answer to the resolution of the House of Representatives of December 7, 1868.

No. 1. Advertisement of November 30, 1867.
No. 2. Advertisement of March 9, 1868.
No. 3. Acceptance of Carlton Spaids's bid.
No. 4. Letter to Louis McLane.
No. 5. Letter to Allman & Clark.
No. 6. Letter to Charles A. Cook.
No. 7. Letter to Charles McLaughlin.
No. 8. Letter from Louis McLane.
No. 9. Letter from Allman & Clark.
No. 10. Acknowledgment of acceptance by Carlton Spaids.
No. 11. Telegram to J. W. Clampitt.
No. 12. Telegram from postmaster at Salt Lake City.
No. 13. Telegram from same.
No. 14. Letter to postmaster at Salt Lake City.
No. 15. Letter to postmaster at New York.
No. 16. Letter from postmaster at New York.

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No. 17. Contract of Carlton Spaids.
No. 18. Telegram from U. H. Painter.
No. 19. Telegram to U. H. Painter.
No. 20. Letter to Carlton Spaids.
No. 21. Letter from postmaster at Salt Lake City.
No. 22. Telegram to Charles McLaughlin, with his answer.
No. 23. Letter from postmaster at Salt Lake City.
No. 24. Weight of mails at Salt Lake City.
No. 25. Letter from Carlton Spaids of September 12, 1868.
No. 26. Letter to Carlton Spaids.
No. 27. Letter to Carlton Spaids.
No. 28. Letter to postmaster at Salt Lake City.
No. 29. Letter from Carlton Spaids of September 17, 1868.
No. 30. Letter to Carlton Spaids.
No. 31. Letter from Oakes Ames.
No. 32. Telegram to Hon. G. M. Dodge.
No. 33. Letter from F. E. Spinner.
No. 34. Letter to F. E. Spinner.
No. 35. Telegram from G. M. Dodge.
No. 36. Telegram from J. W. Clampitt.
No. 37. Letter from Carlton Spaids of September 29, 1868.
No. 38. Letter to Carlton Spaids.
No. 39. Telegram from postmaster at Salt Lake City.
No. 40. Telegram from postmaster at Salt Lake City.
No. 41. Telegram from J. W. Clampitt.
No. 42. Order of J. W. Clampitt to postmaster at Salt Lake City to deliver mails to Wells, Fargo & Co.
No. 43. Telegram to Charles McLaughlin.
No. 44. Letter to Charles McLaughlin.
No. 45. Letter from John H. Still.
No. 46. Telegram from Charles McLaughlin, with answer of department.
No. 47. Letter to John H. Still.
No. 48. Letter to postmaster at New York.
No. 49. Letter to postmaster at New York.
No. 50. Telegram from A. H. Barney.
No. 51. Telegrams to postmaster at Omaha and to Charles McLaughlin.
No. 52. Telegram from postmaster at New York.
No. 53. Telegram from postmaster at Omaha.
No. 54. Letter from postmaster at New York.
No. 55. Telegram from Clfarles McLaughlin.
No. 56. Telegram to J. W. Clampitt.
No. 57. Letter from George K. Otis, secretary of Wells, Fargo & Co., giving notice of discontinuance of service.
No. 58. Letter from Second Assistant Postmaster General to Postmaster General.
No. 59. Letter from postmaster at Salt Lake City.
No. 60. Weight of mails at Salt Lake City.
No. 61. Letter from J. W. Clampitt.
No. 62. Telegrams to Hon. Brigham Young and Hon. Justin S. Morrill.
No. 63. Telegram from J. W. Clampitt.
No. 63½. Telegram from Brigham Young.
No. 64. Telegram from same, submitting proposal.
No. 65. Telegram from Silas Seymour, of Union Pacific Railroad Co.
No. 66. Telegram from D. B. Ball.
No. 67. Telegram from same.
No. 68. Telegram from postmaster at Salt Lake City.

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No. 69. Telegram from postmaster at San Francisco.
No. 70. Letter from D. B. Ball.
No. 71. Telegram from B. W. Curtis to D. B. Ball.
No. 72. Telegram from J. T. Reynolds to D. B. Ball.
No. 73. Telegram from Alf. Eoff to D. B. Ball.
No. 74. Telegram to postmaster at San Francisco.
No. 75. Telegram to postmaster at Salt Lake City.
No. 77. Telegram to postmaster at Chicago.
No. 78. Telegram to D. B. Ball.
No. 79. Telegram from postmaster at Sacramento.
No. 80. Telegram from J. W. Clampitt.
No. 81. Telegram to J. W. Clampitt.
No. 82. Letter to postmaster at New York.
No. 83. Telegram from Brigham Young.
No. 84. Telegram to Brigham Young.
No. 85. Telegram from postmaster at Chicago.
No. 86. Telegram to postmaster at Chicago.
No. 87. Telegram to Charles McLaughlin.
No. 88. Telegram to Brigham Young.
No. 89. Telegram from Brigham Young.
No. 90. Telegram from Brigham Young, modifying proposal.
No. 91. Telegram from postmaster at San Francisco.
No. 92. Telegram to postmaster at San Francisco.
No. 93. Telegram to postmaster at Sacramento.
No. 94. Telegram from Hon. Justin S. Morrill.
No. 95. Telegram from Charles McLaughlin.
No. 96. Telegram to Charles McLaughlin.
No. 97. Letter from postmaster at New York.
No. 98. Letter from same.
No. 99. Letter from D. B. Ball.
No. 100. Telegram from Charles McLaughlin.
No. 101. Letter to postmaster at New York.
No. 102. Letter to postmaster at Salt Lake City.
No. 103. Agreement with Wells, Fargo & Co.
No. 104. Letter from John H. Still.
No. 105. Telegram to postmaster at New York.
No. 106. Telegram to John H. Still.
No. 107. Letter from D. B. Ball.
No. 108. Letter to postmaster at New York.
No. 109. Letter from S. H. Knapp.
No. 110. Letter to S. H. Knapp.
No. 111. Letter from postmaster at New York.
No. 112. Letter to D. B. Ball.
No. 113. Telegram to D. B. Ball.
No. 114. Telegram from D. B. Ball.
No. 115. Letter from postmaster at Bryan, terminus of Union Pacific railroad.
No. 116. Letter from postmaster at Salt Lake City.
No. 117. Weight of mails at Salt Lake City.
No. 118. Letter from D. B. Ball.
No. 119. Letter to D. B. Ball.
No. 120. Letter to B. C. Truman.
No. 121. Letter from D. B. Ball.
No. 122. Letter to Wells, Fargo & Co.
No. 123. Letter to postmaster at Salt Lake City.
No. 124. Letter to postmaster at Omaha.

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No. 125. Letter to postmaster at Bryan.
No. 126. Letter to Hon. E. H. Rollins.
No. 127. Letter to C. P. Huntingdon.
No. 128. Letter to J. W. Clampitt.
No. 129. Letter to same.
No. 130. Letter to Wells, Fargo & Co.
No. 131. Letter from postmaster at Salt Lake City, complaining of service by Wells, Fargo & Co.
No. 132. Extracts from report of Special Agent Clampitt, complaining of service by Wells, Fargo & Co.
No. 133. Letter to Wells, Fargo & Co.
No. 134. Extract from letter of J. W. Clampitt to agent of Wells, Fargo & Co.
No. 135. Letter from D. B. Ball.
No. 136. Letter from same.
No. 137. Letter to postmaster at New York.
No. 138. Letter from Wells, Fargo & Co.
No. 139. Copies of instructions given to agents of Wells, Fargo & Co.
No. 140. Letter from Wells, Fargo & Co.
No. 141. Letter to D. B. Ball.
No. 142. Letter to Oliver Ames.
No. 143. Letter to Hon. C. H. Rollins.
No. 144. Letter to Hon. Oliver Ames.
No. 145. Letter from postmaster at New York.
No. 146. Letter from Oliver Ames.
No. 147. Telegram from J. W. Clampitt.
No. 148. Letter from D. B. Ball, of December 2, 1868, complaining of service by Wells, Fargo & Co.
No. 149. Letter to Thomas C. Durant.
No. 150. Letter from Thomas C. Durant.
No. 151. Letter from postmaster at New York.

No. 1.

Advertisement of November 30, 1867, *inviting proposals for carrying the mails of the United States in the States of Kansas and Nebraska and Territories of Colorado, Utah, Arizona, and New Mexico, from July* 1, 1868, *to June* 30, 1870. *Alexander W. Randall, Postmaster General. Proposals received until* 3 *p. m. March* 31, 1868. *Decisions by April* 5, 1868.

EXTRACTS FROM LAWS OF THE UNITED STATES, ETC., ETC.

The Postmaster General requests that bidders, guarantors, sureties, and all persons concerned, or intending to be concerned, in mail contracts, will carefully read and critically examine the abstract of laws here presented, and also the forms and instructions at the end of this advertisment, in order that bids may be made and liabilities assumed understandingly, and that all misapprehensions or cause of complaint hereafter may be avoided.

Postmasters are required to make themselves familiar with these laws and instructions, that they may be able to inform and direct others.

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Postmasters, clerks, and others employed in post offices cannot be contractors.

SEC. 42, act of March 3, 1825. That no postmaster, assistant postmaster, or clerk employed in any post office, shall be a contractor, or concerned in a contract for carrying the mail.

SEC. 26, act of July 3, 1836. That if any person employed in the Post Office Department, or as postmaster, shall become interested in any mail contract, or act as agent, with or without compensation, in any matter or thing relating to business in said department, for any contractor, or person offering to become a contractor, he shall be forwith dismissed from office, and shall be liable to pay so much money as would have been realized from said contract, to be recovered in an action of debt in any court having jurisdiction thereof, in the name of the United States, for the use of the Post Office Department; and it shall be the duty of the Postmaster General to cause prosecution to be instituted.

Contractors, carriers, &c., to be sworn.

SEC. 2, act of March 3, 1825. That the Postmaster General, and all other persons employed in the General Post Office, or in the care, custody, or conveyance of the mail, shall, previous to entering upon the duties assigned to them, or the execution of their trusts, and before they shall be entitled to receive any emolument therefor, respectively take and subscribe the following oath or affimation, before some magistrate, and cause a certifiacate thereof to be filed in the General Post Office: "I, A B, do swear (or affirm, as the case may be) that I will faithfully perform all the duties required of me, and abstain from everything forbidden by the laws in relation to the establishment of the post office and post roads within the United States." Every person who shall be, in any manner, employed in the care, custody, conveyance, or management of the mail, shall be subject to all pains, penalties, and forfeitures for violating the injunctions or neglecting the duties required of him by the laws relating to the establishment of the post office and post roads, whether such person shall have taken the oath or affirmation above prescribed or not.

Instead of the foregoing, the following oath is now required by acts of Congress of July 2, 1862, and March 3, 1863:

I, ——— ———, being "employed in the care, custody, and conveyance of the mail" on route No. ——, from ——— to ———, State of ———, do swear that I will faithfully perform all the duties required of me, and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any moneys belonging to the said United States which may come into my possession or control; and I further solemnly swear that I have never voluntarily borne arms against the United States since I have been a citizen thereof; that I have voluntarily given no aid, countenance, counsel, or encouragement to persons engaged in armed hostility thereto; that I have neither sought, nor accepted, nor attempted to exercise the functions of any office whatever under any authority or pretended authority in hostility to the United States; that I have not yielded a voluntary support to any pretended government, authority, power, or constitution within the United States hostile or inimical thereto. And I do further swear that, to the

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best of my knowledge and ability, I will support and defend the Constitution of the United States against all enemies, foreign or domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter: So help me God.

By regulation of the department, no carrier should be employed who is under sixteen years of age.

In relation to failure to enter into contract.

SEC. 44, act of March 3, 1825. That any person or persons who shall hereafter make any proposal in writing to carry or transport the mail upon any route or routes which may be advertised to be let, and such person or persons shall be determined by the Postmaster General to be entitled to the contract by virtue of such proposition, and such person or persons shall fail or refuse to enter into an obligation, with good and sufficient security, to perform such contract within the time required by the Postmaster General in such advertisement, such person or persons shall forfeit and pay so much money as shall be the difference between the amount contained in such proposal and the amount the Postmaster General shall have to pay for the same transportation of the mail on such route or routes, which sum may be recovered by the Postmaster General in an action on the case.

Liabilities of guarantors of bidders who fail to enter into contract.

SEC. 27, act of July 2, 1836. That every proposal for the transportation of the mail shall be accompanied by a written guarantee, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation, in such time as may be prescribed by the Postmaster General, with good and sufficient sureties, to perform the service proposed. No proposal shall be considered unless accompanied by such guarantee. If, after acceptance of a proposal, and notification thereof to the bidder or bidders, he or they shall fail to enter into an obligation within the time prescribed by the Postmaster General, with good and sufficient sureties for the performance of the service, then the Postmaster General shall proceed to contract with some other person or persons for the performance of said service, and shall forthwith cause the difference between the amount contained in the proposal so guaranteed, and the amount for which he may have contracted for the performance of said service, for the whole period of the proposal, to be charged up against the said bidder or bidders and his or their guarantor or guarantors, and the same may be immediately recovered by the United States for the use of the Post Office Department, in an action of debt against either or all of the said persons.

Bids of failing contractors may be rejected.

SEC. 24, act of July 2, 1836. That the Postmaster General shall not be bound to consider the bid of any person who shall have wilfully or negligently failed to perform or execute a prior contract.

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No pay to be made until contracts are executed; nor for additional service, unless previously ordered.

SEC. 29, act of July 2, 1836. That no person, whose bids for the transportation of the mail may be accepted, shall receive any pay until he shall have executed his contract according to law and the regulations of the department; nor shall any payment be made for any additional regular service in the transportation of the mail, unless the same shall have been rendered in obedience to a prior legal order of the Postmaster General.

Requiring service to be let to the lowest bidder, &c.

"STAR BIDS."

SEC. 18, act of March 3, 1845. That it shall be the duty of the Postmaster General, in all future lettings of contracts for the transportation of the mail, to let the same, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation; nor shall any new contractor hereafter be required to purchase out or take at a valuation the stock or vehicle of any previous contractor for the same route.

By act of Congress approved April 21, 1808, no member of Congress can be a contractor, or be concerned, directly or indirectly, in any contract with the government; and by the same act it is made a high misdemeanor for any officer of the United States to enter, in its behalf, into a contract with a member of Congress.

The authority to establish post routes is not vested in the Postmaster General, nor can he extend or lengthen those already established. He can only place mail service on such roads as have been declared post routes by act of Congress. All railroads, plank roads, canals, navigable rivers, and other waters, are, however, post roads by law; and also the road from the nearest post office on an established route to the court-house of any county which may be otherwise without a mail.

The Postmaster General has *no power*, under the law, to release bidders and contractors and their guarantors and sureties from their liabilities on the allegation of real or supposed mistakes of any kind in making proposals. He particularly requests that, before bidding, the fullest inquiry and investigation be made in regard to the route, distance, service, weight of mails, cost of stock, feed, and all expenses existing and likely to occur during the contract term, and with due consideration of the consequences imposed by law on delinquents.

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POST OFFICE DEPARTMENT,
Washington, November 30, 1867.

Proposals will be received at the contract office of this department until 3 p. m. of March 31, 1868, for conveying the mails of the United States from July 1, 1868, to June 30, 1870, in the States of Kansas and Nebraska, and territories of Colorado, Utah, Arizona, and New Mexico, on the routes and by the schedules of departures and arrivals herein specified—being routes established 2d session of 39th Congress—and others.

Decisions announced by April 5, 1868.

(Bidders will examine carefully the laws, forms, and instructions annexed.)

KANSAS.

14129. From Paris to Mansfield, 5 miles and back, six times a week.

Leave Paris daily, except Sunday, at 12 m; arrive at Mansfield by 2 p. m.; leave Mansfield daily, except Sunday, at 3 p. m.; arrive at Paris by 5 p. m.

14130. From Osage mission, (no office,) by Sherman City, (n. o.,) and Hamlin, (n. o.,) to Petersville, 42 miles and back, once a week.

Leave Osage Mission Tuesday at 6 a. m.; arrive at Petersville by 7 p. m.; leave Petersville Wednesday at 6 a. m.; arrive at Osage Mission by 7 p. m.

14131. From Marmaton, by Cato, Owego, (n. o.,) Logansport, (n. o.,) Lafayette, and Wheaton, (n. o.,) to Cherokee City, —— miles and back, once a week.

Bidders to state distance and propose a schedule of departures and arrivals.

14132. From Fort Scott, by Allington, (n. o.,) Reno, (n. o.,) Worcester, (n. o.,) Pleasant View, (n. o.,) and Clarksville, (n. o.,) to Petersville, 55 miles and back, once a week.

Leave Fort Scott Monday at 6 a. m.; arrive at Petersville next day by 12 m.; leave Petersville Tuesday at 1 p. m.; arrive at Fort Scott next day by 6 p. m.

14133. From Troy, by Doniphan and Atchison, to Leavenworth, —— miles and back, once a weak.

Bidders to state distance and propose schedule of departures and arrivals.

14134. From Salina, by Ottawa County (n. o.,) and Saline River valley, (n. o.,) to Spillman's Creek, (n. o.,) 40 miles and back, once a week.

Leave Salina Monday at 6 a. m.; arrive at Spillman's Creek by 7 p. m.; leave Spillman's Creek Tuesday at 6 a. m.; arrive at Salina by 7 p. m.

14135. From Salina, by Kansas Salt Company's Works, (n. o.,) Oakland, (n. o.,) Minneopolis, (n. o.,) up the Solomon River valley, (n. o.,) and Usher's Creek, (n. o.,) to Oak Creek, (n. o.,) —— miles and back once a week.

Bidders to state distance and propose a schedule of departures and arrivals.

14136. From Emporia, by Madison, Janesville, and Noonday, (n. o.,) to Eureka, 50 miles and back, once a week.

Leave Emporia Tuesday at 6 a. m.; arrive at Eureka next day by 10 a. m.; leave Eureka Wednesday at 1 p. m.; arrive at Emporia next day by 6 p. m.

14137. From Humboldt, by South Branch of Bull Creek, (n. o.,) the

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East Branch of Buffalo Creek (n. o.) to its mouth in Wilson county, thence to Coyville, 30 miles and back, once a week.

Leave Humboldt Tuesday at 7 a. m.; arrive at Coyville by 5 p. m.; leave Coyville Wednesday at 7 a. m.; arrive at Humbold by 5 p. m.

14138. From Topeka, by Indianola and Mitchell's Mills, (n. o.,) to Holton, 32 miles and back, once a week.

Leave Topeka Monday at 7 a. m.; arrive at Holton by 6 p. m; leave Holton Tuesday at 7 a. m.; arrive at Topeka by 6 p. m..

Proposals for more frequent service invited.

14139. From Wamego, by Allen, to Council Grove, 45 miles and back, once a week.

Leave Wamego Monday at 6 a. m.; arrive at Council Grove by 8 p. m.; leave Council Grove Tuesday at 6 a. m.; arrive at Wamego by 8 p. m.

14140. From Burlington to Belmont, 30 miles and back, once a week.

Leave Burlington Wednesday at 7 a. m.; arrive at Belmont by 5 p. m.; leave Belmont Thursday at 7 a. m. ; arrive at Burlington by 5 p. m.

14141. From Hiawatha, by Muscatah, to Grasshopper Falls, 45 miles and back, once a week.

Leave Hiawatha Monday at 6 a. m.; arrive at Grasshopper Falls by 8 p. m.; leave Grasshopper Falls Tuesday at 6 a. m.; arrive at Hiawatha by 8 a. m.

14142. From Osage Mission, by Sherman, Salamanca, and Petersville, to Neosho, (Mo.,) —— miles and back, once a week.

Bidders to state distance and propose a schedule of departures and arrivals.

14143. From Lawrence, by Oskaloosa, to Grasshopper Falls and back, once a week.

Leave Lawrence Monday at 7 a. m.; arrive at Grasshopper Falls by 6 p. m.; leave Grasshopper Falls Tuesday at 7 a. m.; arrive at Lawrence by 6 p. m.

14144. From De Soto, by Gardner, to Ossawatomie, 36 miles and back, once a week.

Leave De Soto Monday at 6 a. m.; arrive at Ossawatomie by 6 p. m.; leave Ossawatomie Tuesday at 6 a. m.; arrive at De Soto by 6 p. m.

14145. From Mound City, by Trading Post, (n. o.,) to Pleasant Hill, Mo.,) 50 miles and back, once a week.

Leave Mound City Monday at 6 a. m.; arrive at Pleasant Hill next day by 12 m.; leave Pleasant Hill Tuesday at 1 p. m.; arrive at Mound City next day by 6 p. m.

14146. From Manhattan, by way of Clay County, to Lake Sibley, (n. o.,) —— miles and back, once a week.

Bidders to state distance and propose a schedule of departures and arrivals.

14147. From Manhattan, by Westmoreland and Savannah, to Council Grove, 50 miles and back, once a week.

Leave Manhattan Monday at 6 a. m.; arrive at Council Grove next day by 12 m.; leave Council Grove Tuesday at 1 p. m.; arrive at Manhattan next day by 6 p. m.

14148. From Paola, by Miami village and New Lancaster, to Rockville, 20 miles and back, once a week.

Leave Paola Wednesday at 6 a. m.; arrive at Rockville by 12 m.; leave Rockville Wednesday at 1 p. m.; arrive at Paola by 8 p. m.

14149. From Fort Scott, by Cato, to Monmouth, 40 miles and back, once a week.

Leave Fort Scott Monday at 6 a. m.; arrive at Monmouth by 7 p. m.; leave Monmouth Tuesday at 6 a. m.; arrive at Fort Scott by 7 p. m.

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14150. From Prairie City, by Centropolis, to Burlingame, 40 miles and back, once a week.

Leave Prairie City Monday at 6 a. m.; arrive at Burlingame by 7 p. m.; leave Burlingame Tuesday at 6 a. m.; arrive at Prairie City by 7 p. m.

Proposals for three-times-a-week service invited.

14151. From Council Grove to Fort Zarah, (intersection Santa Fé mail route,) 135 miles and back, once a week.

Leave Council Grove Monday at 6 a. m.; arrive at Fort Zarah Wednesday by 6 p. m.; leave Fort Zarah Thursday at 6 a. m.; arrive at Council Grove Saturday by 6 p. m.

Proposals for three-times-a-week service invited.

14152. From Topeka, by Holton and Kennekuk, to Troy, 100 miles and back, once a week.

Leave Topeka Monday at 6 a. m.; arrive at Troy Wednesday at 12 m.; leave Troy Wednesday at 2 p. m.; arrive at Topeka Friday by 6 p. m.

14153. From Mound City, by Monmouth, to Cherokee city, —— miles and back, once a week.

Bidders to state distance and propose a schedule of departures and arrivals.

14154. From Fort Scott, by Pleasant View and Petersville, to Baxter's Spring, 60 miles and back, once a week.

Leave Fort Scott Tuesday at 6 a. m.; arrive at Baxter's Spring next day by 12 m.; leave Baxter's Spring Tuesday at 1 p. m.; arrive at Fort Scott next day by 6 p. m.

14155. From Council Grove, by Cottonwood Falls, Eldorado, and Fort Arbuckle, to Sherman, (Texas,) 450 miles and back, once a week.

Leave Council Grove Monday at 6 a. m.; arrive at Sherman in nine days; leave Sherman Monday at 6 a. m.; arrive at Council Grove in nine days.

14156. From Topeka to Burlington, 67 miles and back, once a week.

Leave Topeka Tuesday at 6 a. m.; arrive at Burlington Wednesday by 12 m.; leave Burlington Wednesday at 1 p. m.; arrive at Topeka Thursday by 6 p. m.

14157. From Perryville to Oskaloosa, 15 miles and back, once a week.

Leave Perryville Monday at 7 a. m.; arrive at Oskaloosa by 11 a. m.; leave Oskaloosa at 1 p. m.; arrive at Perryville by 5 p. m.

Proposals for more frequent service invited.

14158. From Carlyle to Geneva, 6 miles and back, once a week.

Leave Carlyle Monday at 9 a. m.; arrive at Geneva by 11 a. m.; leave Geneva Monday at 1 p. m.; arrive at Carlyle by 3 p. m.

Proposals for more frequent service invited.

14159. From Fort Scott, by Mapleton and Xenia, to Garnett, 52 miles and back, once a week.

Leave Fort Scott Monday at 6 a. m.; arrive at Garnett at 7 p. m.; leave Garnett Tuesday at 6 a. m.; arrive at Fort Scott by 7 p. m.

14160. From Cottonwood Falls to Junction City, 55 miles and back, once a week.

Leave Cottonwood Falls Monday at 6 a. m.; arrive at Junction City next day by 12 m.; leave Junction City Tuesday at 1 p. m.; arrive at Cottonwood Falls next day by 6 p. m.

14161. From Topeka, by Holton and Sabetha, to Nebraska City, (Nebraska,) —— miles and back, once a week.

Bidders to state distance and propose a schedule of departures and arrivals.

14162. From Jacksonville, by Iuka, Montana, and Oswego, to Chetopah, 25 miles and back, once a week.

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Bidders to propose a schedule making due connection at Jacksonville with route from Catholic Mission to Baxter's Springs.

14163. From Fort Scott, by Barnesville, Indian creek, Potosi, and Blooming Grove, to Paris, 39 miles and back, once a week.

Leave Fort Scott Thursday at 6 a. m.; arrive at Paris by 6 p. m.; leave Paris Friday at 6 a. m.; arrive at Fort Scott by 6 p. m.

NEBRASKA.

Service from July 1, 1868, *to June* 30, 1870.

14453. From Grand Island Station, by Grand Island City, to Albaville, 9 miles and back, three times a week.

Bidders to propose a schedule of departures and arrivals, making due connections with the Union Pacific railroad at Grand Island Station.

14454. From Beatrice, by Saline City, to Big Sandy, 40 miles and back, once a week.

Leave Beatrice Monday at 6 a. m.; arrive at Big Sandy by 8 p. m.; leave Big Sandy Tuesday at 6 a. m.; arrive at Beatrice by 8 p. m.

Proposals for twice-a-week service invited.

14455. From Plattsmouth, by Weeping Water, Stoor Creek, (no office,) Shirley station, (no office,) Lancaster, Saline City, and Middle Creek, (no office,) to Blue River, (no office,) 85 miles and back, once a week.

Leave Plattsmouth Monday at 6 a. m.; arrive at Blue River next day by 6 p. m.; leave Blue River Wednesday at 6 a. m.; arrive at Plattsmouth next day by 6 p. m.

COLORADO.

Service from July 1, 1868, *to June* 30, 1870.

17028. From Conejos, by Loma, to Saughuache, 90 miles and back, once a week.

Leave Conejos Monday at 7 a. m.; arrive at Saughuache next day by 7 p. m.; leave Saughuache Wednesday at 7 a. m.; arrive at Conejos next day by 7 p. m.

17029. From Erupea City, (no office,) by Argentine Pera, (no office,) and Munchy District, (no office,) to Breckenridge, (supposed to mean from Empire City, by Argentine, Peru, and Montezuma, to Breckenridge,) 32 miles and back, once a week.

Leave Empire City Monday at 6 a. m.; arrive at Breckenridge by 5 p. m.; leave Breckenridge Tuesday at 6 a. m.; arrive at Empire City by 5 p. m.

17030. From Boulder to Jamestown, 14 miles and back, once a week.

Leave Boulder Wednesday at 6 a. m.; arrive at Jamestown by 10 a. m.; leave Jamestown Wednesday at 12 m.; arrive at Boulder by 4 p. m.

17031. From Pueblo, by Rock, Carson Ridge, (n. o.,) and Frazier's Settlement, (n. o.,) to Carson City, (n. o.,) 55 miles and back, once a week.

Leave Pueblo Monday at 6 a. m.; arrive at Carson City next day by 3 p. m.; leave Carson City Wednesday at 6 a. m.; arrive at Pueblo next day by 3 p. m.

[Supposed to be from Pueblo, by Rock Canon Bridge and Frazier's Settlemen, to Canon City.]

17032. From Pueblo to Homosilla, 20 miles and back, once a week.

Leave Pueblo Wednesday at 5 a. m.; arrive at Homosilla by 12 m.; leave Homosilla Wednesday at 1 p. m.; arrive at Pueblo by 8 p. m.

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17033. From Badito to Spanish Peaks, (n. o.,) 18 miles and back, once a week.

Leave Badito Wednesday at 5 a. m.; arrive at Spanish Peaks by 12 m.; leave Spanish Peaks Wednesday at 1 p. m.; arrive at Badito by 8 p. m.

17034 From Mountain city to South Boulder, 5 miles and back, twice a week.

Leave Mountain City Wednesday and Saturday at 3 p. m.; arrive at South Boulder by 6 p. m.; leave South Boulder Wednesday and Saturday at 9 a. m.; arrive at Mountain City by 12 m.

UTAH.

Service from July 1, 1868, *to June* 30, 1870.

16633. From Huntsville to Bennington, (no office,) 120 miles and back, once a week.

Leave Huntsville Monday at 6 a. m.; arrive at Bennington Wednesday at 6 p. m.; leave Bennington Thursday at 6 a. m.; arrive at Huntsville Saturday by 6 p. m.

16634. From Beaver, by Greenville, Minersville, and Panaca, to Hiko, Nevada, 195 miles and back, once a week.

Leave Beaver Tuesday at 8 a. m.; arrive at Hiko Friday by 8 p. m.; leave Hiko Monday at 8 a. m.; arrive at Beaver Thursday by 8 p. m.

Proposals for twice and also for three-times-a-week service invited.

ARIZONA.

Service from July 1, 1868; *to June* 30, 1870.

17215. From Prescott, by Lynx creek, (no office,) Bigbug, (no office,) and Woolsey ranch, (no office,) to Turkey creek, (no office,) 70 miles and back, once a week.

Leave Prescott Monday at 6 a. m; arrive at Turkey creek next day by 6 p. m.; leave Turkey creek Wednesday at 6 a. m.; arrive at Prescott next day by 6 p. m.

17216. From Prescott, by Wickenburg and Maricopa Wells, to Pimos Villages, 150 miles and back, once a week.

Leave Prescott Monday at 7 a. m.; arrive at Pimos Villages Wednesday by 7 p. m.; leave Pimos Villages Thursday at 7 a. m.; arrive at Prescott Saturday by 7 p. m.

NEW MEXICO.

Service from July 1, 1868, *to June* 30, 1870.

17411. From Albuquerque, by Chilili, (no office,) Tajique, (no office,) Mongaro, (no office,) and Punta de la Agua, (no office,) to Fort Stanton, 152 miles and back, once a week.

Leave Albuquerque Monday at 6 a. m.; arrive at Fort Stanton Thursday by 12 m.; leave Fort Stanton Thursday at 2 p. m.; arrive at Albuquerque Sunday by 6 p. m.

17412. From Fort Union, by Anton Chico, Agua Negra, (no office,) Fort Sumner, Fort Stanton, (no office,) and Tularosa, to Franklin, Texas, 420 miles and back, once a week.

Leave Fort Union Monday at 6 a. m.; arrive at Franklin in seven days by 6 p. m.; leave Franklin Monday at 6 a. m.; arrive at Fort Union in seven days by 6 p. m.

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Form of proposal, guarantee, and certificate.

PROPOSAL.

The undersigned ——— ———, whose post office address is ———, county of ———, State of ———, proposes to convey the mails of the United States, from July 1, 1868, to June 30, 1870, on route No. ——, between ——— and ———, under the advertisement of the Postmaster General, dated November 30, 1867, with "celerity, certainty, and security," for the annual sum of ——— dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also after careful examination of the laws and instructions attached to the advertisement.

(Signed.)

Dated.

GUARANTEE.

The undersigned, residing at ———, State of ———, undertake that, if the foregoing bid for carrying the mail on route No. ——, be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1868, enter into the required obligation or contract to perform the service proposed, with good and sufficient sureties.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

(Signed by two guarantors.)

Dated.

CERTIFICATE.

The undersigned, postmaster at ———, State of ———, certifies, *under his oath of office*, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

(Signed.)

Dated.

Instructions, containing conditions to be incorporated in the contracts to the extent the department may deem proper.

Seven minutes are allowed to each intermediate office, when not otherwise specified, for opening and examining the mails.

No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture.

Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost.

The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or diso-

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beying the instructions of the department; for refusing to discharge a carrier when requested by the department to do so; for assigning the contract without the assent of the Postmaster General; or for transporting persons or packages conveying mailable matter out of the mail.

The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may, however, *in the case of increase of speed*, relinquish the contract, by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route a greater degree of service, or whenever the public interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the amount of service retained and continued.

Payments will be made for the service by collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say in November, February, May and August.

The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. *Bidders must inform themselves on this point.*

Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

Each bid must be guaranteed by two responsible persons.

The bid should be sealed, superscribed, "Mail Proposals, State of ———," addressed "Second Assistant Postmaster General, Contract Office," and sent by *mail*, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

The contracts are to be executed and returned to the department by or before the 1st of July, 1868; but the service must be begun on that day, or on the next mail day thereafter, whether the contracts be executed or not. Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Bidders will therefore take notice that they will be required to perform the service accepted to them through the whole term of the contract.

Section 18 of the act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law, bids that propose to transport the mail with "celerity, certainty, and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security;" and no others will be considered. Except in the case of railroad and steamboat routes, *bids naming any particular mode of conveyance are invariably rejected.*

A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular con-

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petition, after the last hour set for receiving bids. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

Postmasters are to be careful not to certify to the sufficiency of guarantors or sureties, without knowing that they are persons of sufficient responsibility; *a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal.* All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

Present contractors, and persons known at the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record; no other will be admitted. The certificate must also have affixed to it a five-cent revenue stamp, cancelled, as required by law.

ALEX. W. RANDALL,
Postmaster General.

No. 2.

UNITED STATES MAILS—OVERLAND AND TERRITORIAL.

POST OFFICE DEPARTMENT,
Washington, March 9, 1868.

Proposals will be received at the contract office of this department until 3 p. m. of June 10 next, (to be decided by the 15th,) for conveying the mails of the United States in Kansas, Colorado, Utah, Idaho, Montana, and Nevada, from October 1, 1868, to June 30, 1870, on the routes and by the schedules of departures and arrivals herein specified.

KANSAS.

14167. From Coyote (end of the Union Pacific railroad, E. D.) to Denver, (Colorado,) 265 miles and back daily.

Leave Coyote daily at 6 a. m., (or on arrival of cars from the east;) arrive at Denver in seventy-two hours; leave Denver daily at 6 a. m.; arrive at Coyote in seventy-two hours.

The route and service will be curtailed at *pro rata* reduction of pay, as the railroad is extended westward.

COLORADO.

17035. From Cheyenne, (Dakota,) by La Porte, to Denver, (Colorado,) 102 miles and back, daily, supplying such offices as are on the route, at the discretion of the department.

Leave Cheyenne daily at 6 a. m., (or on arrival of cars from the east;) arrive at Denver in 24 hours; leave Denver daily at 6 a. m.; arrive at Cheyenne in 24 hours.

UTAH.

16635. From Cheyenne, (Dakota,) or that point on the Union Pacific railroad to which the mails are being conveyed when this service goes into operation, by Laramie City, Fort Sanders, Elk Grove, Fort Bridger,

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(Utah,) Echo City, Coalville, Enterprise, Morgan, Hoytsville, Salt Lake City, Tooele, Stockton, Fairfield, Egan Cañon, (Nevada;) Ruby Valley, Austine, Clan Alpine, Saint Clair Station, and Stillwater, to Virginia City, 1,095 miles and back, daily.

Leave Cheyenne daily, except Sunday, at 8 a. m., (or on arrival of train from the east;) arrive at Virginia City in nine days; leave Virginia City daily, except Sunday, at 8 a. m.; arrive at Cheyenne in nine days.

Winter schedule, twelve days.

The route and service will be curtailed at *pro rata* reduction of pay, as each 50 miles of the Union Pacific road is completed westward, and the mail service ordered thereon.

The department reserves the right to curtail the service at its western terminus when the Central Pacific road shall have progressed east a sufficient distance to warrant it in starting the western mails from a point on the railroad, rather than from Virginia City.

The department also reserves the right to change the hour of departure at either end of the route, that due connections may be made east and west.

16636. From Fort Bridger to South Pass City, (n. o.,) Dakota, 100 miles and back, once a week.

Leave Bridger Monday at 6 a. m.; arrive at South Pass City next day by 6 p. m.; leave South Pass City Wednesday at 6 a. m.; arrive at Fort Bridger next day by 6 p. m.

Proposals for three-times-a-week service invited.

16637. From Salt Lake City, by Stoker, Centreville, Farmington, Kaysville, South Weber, Willard, Brigham City, Bear River Junction, (n. o.,) Boise City, (Idaho,) Montgomery, Shepherdsville, Martinsville, Middleton, Wieser Ranch, Express Ranch, (Oregon,) Auburn, Baker City, Union, Summersville, Mitchell's Station, Walla-Walla, (Washington Territory,) Wallula, and Umatilla, to The Dalles, 875 miles and back six times a week.

Leave Salt Lake City daily, except Sunday, at 8 a. m.; arrive at The Dalles in nine days; leave the Dalles daily, except Sunday, at a. m.; arrive at Salt Lake City in nine days.

Winter schedule, twelve days.

Proposals invited for six times a week service from Salt Lake City to Boise City, (Idaho,) and three times a week the residue.

Also for three-times-a-week service over the entire route.

IDAHO.

15714. From Bear River Junction, (n. o.,) by Portage, Malade City, Fort Hall, Eagle Rock, Snake River Ferry, and Junction Ranch, (n. o.,) to Virginia City, 302 miles and back, three times a week.

Leave Bear River Junction Monday, Wednesday, and Friday at 8 a. m.; arrive at Virginia City third day by 6 p. m.; leave Virginia City Monday, Wednesday, and Friday at 8 a. m.; arrive at Bear River Junction third day by 6 p. m.

Proposals for six-times-a-week service invited.

15715. From Boise City, by Willow Creek, (Oregon,) (n. o.,) Camp Logan, (n. o.,) Strawberry Valley, (n. o.,) Union, and Marysville, (n. o.,) to Canyon City, 159 miles and back, once a week.

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Leave Boise City Monday at 7 a. m.; arrive at Canyon City Wednesday by 7 p. m.; leave Canyon City Thursday at 7 a. m.; arrive at Boise City Sunday by 7 p. m.

Proposals for three-times-a-week service invited.

MONTANA.

16023. From Virginia City, by Nevada City, Sheridan, Sturgis, and Montana, to Bannack City, 73 miles and back, three times a week.

Leave Virginia City Monday, Wednesday, and Friday at 8 a. m.; arrive at Bannack City next days by 12 m.; leave Bannack City Monday, Wednesday, and Friday a 8 a. m.; arrive at Virginia City next days by 12 m.

NEVADA.

16437. From Geno, by Taho and Slippery Ford, to Placerville, 78 miles and back, once a week.

Leave Genoa Monday at 8 a. m.; arrive at Placerville next day by 12 m.; leave Placerville Wednesday at 8 a. m.; arrive at Genoa next day by 12 m.

NOTES.

Each route must be bid for separately, with separate guarantee and certificate, and must provide for the conveyance of the mail with "celerity, certainty, and security," using the terms of the law, and proposal must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post office; for suffering it to be injured, destroyed, robbed, or lost; or for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster General may annul the contract for disobeying the post office laws, or the instructions of the department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued.

For form of proposal, &c., see advertisement, in pamphlet form, of routes in Kansas, Nebraska, Colorado, &c., dated November 30, 1867, or any similar advertisement issued by the department.

Bids should be addressed to the "Second Assistant Postmaster General," superscribed "Proposals, State of ————," and sent by *mail*.

ALEX. W. RANDALL,
Postmaster General.

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No. 3.

UNITED STATES POST OFFICE DEPARTMENT,
CONTRACT OFFICE,
Washington, June 15, 1868.

SIR: The Postmaster General has accepted your proposal, under advertisement of March 9, 1868, for conveying the United States mail, from October 1, 1868, to June 30, 1870, on (Utah) route No. 16,635, between Cheyenne, Dakota, and Virginia City, Nevada, at $335,000 a year, "with celerity, certainty, and security."

Contracts to be executed by yourself and sureties will be sent out immediately, which must be duly executed, returned, and filed in the department by the 1st July, 1868.

You will request the postmaster at the beginning and end of the route to inform this office when you make the first trip.

Please acknowledge the receipt of this letter immediately.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

Mr. CARLTON SPAIDS, *Chicago, Ill.*

No. 4.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, June 15, 1868.

SIR: You are requested to inform the department by letter, immediately, whether, in case of the failure of the lowest bidder, under the advertisement of March 9, 1868, to execute contracts for carrying the mails on route No. 16,635, between Cheyenne, Dakota, and Virginia City, Nevada, you would accept the contract if it were offered to you by the department at his bid of $335,000 a year.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

LOUIS McLANE,
President Wells, Fargo & Co., New York, N. Y.

No. 5.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, June 15, 1868.

GENTLEMEN: You are requested to inform the department, by letter, immediately, whether, in case of the failure of the lowest bidder, under the advertisement of March 9, 1868, to execute contracts for carrying mails on route No. 16,635, between Cheyenne, Dakota, and Virginia City, Nevada, you would accept the contract if it were offered to you by the department at his bid of $335,000 a year.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

JOHN ALLMAN,
JOHN H. CLARK,
Washington, D. C.

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No. 6.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, June 15, 1868.

SIR: You are requested to inform the department, by letter, immediately, whether, in case of the failure of the lowest bidder, under the advertisement of March 9, 1868, to execute contracts for carrying the mails on route No. 16,635, between Cheyenne, Dakota, and Virginia City, Nevada, you would accept the contract, if it were offered to you by the department at his bid of $335,000 a year.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

CHARLES A. COOK, Esq.,
Denver, Colorado Territory.

No. 7.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, June 15, 1868.

SIR: You are requested to inform the department, by letter immediately, whether, in case of the failure of the lowest bidder, under the advertisement of March 9, 1868, to execute contracts for carrying the mails on route No. 16,635, between Cheyenne, Dakota, and Virginia City, Nevada, you would accept the contract if it were offered to you by the department at his bid of $335,000 a year.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

CHARLES McLAUGHLIN, Esq.,
San Francisco, California.

No. 8.

OFFICE OF WELLS, FARGO & COMPANY,
STAGE DEPARTMENT,
New York, June 16, 1868.

SIR: I have your favor of yesterday requesting me "to inform the department immediately whether, in case of the failure of the lowest bidder, under the advertisement of March 9, 1868, to execute contracts for carrying the mails on route No. 16.635, between Cheyenne, Dakota and Virginia City, Nevada, this company would accept the contract, if offered to it by the department at his bid of $335,000 per annum," and have to say, in reply, that this company respectfully decline the contract at the price named above.

Yours, truly,

LOUIS McLANE,
President Wells, Fargo & Co.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

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No. 9.

WASHINGTON, D. C., *June* 17, 1868.

DEAR SIR: Your letter of the 15th instant, requesting me to inform the department, by letter, immediately, whether, in case of the failure of the lowest bidder under the advertisement of March 9, 1868, to execute contracts for carrying the mails on route No. 16,635, between Cheyenne, Dakota, and Virginia City, Nevada, you would accept the contract if it were offered to you by the department at his bid of $335,000 per annum, has just been received, and in reply we have the honor to state that, in accordance with the advertisement of March 9, 1868, we put in a bid to carry the mails from terminus of the Union Pacific Railroad in Dakota, to Virginia City, Nevada, for the annual compensation of $460,000, service to commence on the 1st of October, 1868, and that we hold ourselves in readiness to execute the contract; but as to your question whether we would accept the contract for the compensation of $335,000, we are, at present, not prepared to answer.

Very respectfully, your obedient servants,

JOHN ALLMAN.
JOHN H. CLARK.

No. 10.

WASHINGTON, *June* 20, 1868.

DEAR SIR: Your communication of the 15th instant, in regard to the acceptance of my bid on route 16,635, is received and contents noticed.

Respectfully, &c.,

CARLTON SPAIDS.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 11.

Telegram.

POST OFFICE DEPARTMENT, *June* 23, 1868.

J. W. CLAMPITT,
Special Agent P. O. Department, Salt Lake City, Utah Territory:

Inquire carefully and inform the department, by telegraph, what is the average weight per day of all the mails carried on the overland route, east and west, by way of Salt Lake City.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 12.

[Telegram dated Salt Lake, Utah, June 23, 1868; received at Post Office June 24, 1868.]

GEO. W. MCLELLAN, *Second Assistant Postmaster General:*

Clampitt absent; will weigh mails and report average by close of this week.

A. W. STREET.

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No. 13.

[Telegram.—Dated Salt Lake City, July 1, 1868; received at Post Office July 2.]

Hon. GEO. W. MCLELLAN:

Average weight per day for six (6) days of all mails carried on overland route east via Salt Lake City, three hundred and thirty-nine (339) pounds; west, six hundred and forty-three (643) pounds. Average going east, light; going west, light. No public documents.

A. W. STREET, P. M.

No. 14.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
July 25, 1868.

SIR: You are instructed to weigh, daily, all the mails carried on the overland route, east and west, by way of Salt Lake City, from the date at which you receive this letter until further instructed, and keep an accurate account of the results, which you will report to this office at the close of each calendar month, in tabular form, showing, in the first column, the date of weighing; in the second, the amount, in pounds, carried west; in the third, the amount, in pounds, carried east; and in the fourth any necessary remarks.

The intention of the department is to compare the amount of matter conveyed on the overland route under the existing contract, with the amount which may be conveyed on the same route after the 1st of October next, the commencement of the term of the new contract recently made with Carlton Spaids, of Chicago, Ill.

Respectfully,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *Salt Lake City, Utah.*

P. S.—Acknowledge this.

No. 15.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., June 24, 1868.

SIR: From information on file in this office, the department obtains the following summary of the number of bags and weight of California document mails sent by steamers from New York in the months of August, September and October, 1864:

1864.			Pounds.
August	1, 175	bags, 60 pounds each	10,500
	13, 160	" " "	9,600
	23, 135	" " "	8,100
September	1, 175	bags, 60 pounds each	10,500
	13, 129	" " "	8,740
	23, 197	" " "	11,820

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October	1, 150 bags, 60 pounds each	.....	9,000
	13, 149 " " "	.....	8,740
	24, 215 " " "	.....	12,900

You are requested to furnish, by return mail, a similar statement, or estimate, for two or three months last past.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *New York, N. Y.*

No. 16.

POST OFFICE, *New York, June* 26, 1868.

SIR: In accordance with your request of the 24th instant, I have the honor to enclose a statement of the number of bags, and weight, of California document mails, sent by steamer from this city, from April 1, 1868, to date:

1868.			Pounds.
April	1, 259 bags, 70 pounds each	.....	18,130
	9, 208 " " "	.....	14,560
	16, 176 " " "	.....	12,320
	24, 219 " " "	.....	15,330
May	1, 195 bags, 70 pounds each	.....	13,650
	9, 214 " " "	.....	14,980
	16, 172 " " "	.....	12,040
	23, 192 " " "	.....	13,440
June	1, 240 bags, 70 pounds each	.....	16,800
	9, 226 " " "	.....	15,820
	16, 192 " " "	.....	13,440
	24, 237 " " "	.....	16,590

I have the honor to be, very respectfully, your obedient servant,

JOHN W. NORTON,
Assistant Postmaster.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 17.

UNITED STATES OF AMERICA,
Chicago, Illinois.

No. 16,635.—$335,000 per annum.

This article of contract, made June 15, 1868, between the United States (acting in this behalf by their Postmaster General) and Carlton Spaids, and S. P. Brown, J. W. Shaffer, and C. D. Spaids as his sureties,

Witnesseth, that whereas Carlton Spaids has been accepted, according to law, as contractor for transporting the mail on route No. 16,635,

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from Cheyenne, Dakota, or that point on the Union Pacific railroad to which the mails are being conveyed when this service goes into operation, by Lamarie City, Fort Sanders, Elk Grove, Fort Bridger, Utah, Echo City, Coalville, Enterprise, Morgan, Salt Lake City, Tooele, Stockton, Fairfield, Egan Cañon, Ruby Valley, Austin, Clan Alpine, Saint Clare Station, Nevada, and Stillwater, to Virginia City, and back daily.

The route and service will be curtailed, at *pro rata* reduction of pay, as each fifty miles of the Union Pacific road is completed westward and the mail service ordered thereon.

The department reserves the right to curtail the service at its western terminus when the Central Pacific road shall have progressed east a sufficient distance to warrant it in starting the western mails from a point on the railroad rather than from Virginia City.

The department also reserves the right to change the hour of departure at either end of the route, that due connections may be made east and west, at $335,000 per year, for and during the term beginning October 1, 1868, and ending June 30, 1870:

Now, therefore, the said contractor and his sureties do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves—

1st. To carry said mail with certainty, celerity, and security, using therefor such means as may be necessary to transport the whole of said mail, whatever may be its size, or weight, or increase, during the term of this contract, and within the time fixed in the annexed schedule of departures and arrivals, except that when more than seven minutes are taken for opening and closing the mails at any office, the surplus time so taken is to be allowed in addition to what is given in the schedule; and so carry until said schedule is altered by the authority of the Postmaster General of the United States, as hereinafter provided, and then to carry according to said altered schedule. 2d. To carry said mail in a safe and secure manner, free from wet or other injury, under a sufficient oilcloth or bearskin if carried on a horse, and in a boot under the driver's seat if carried in a coach or other vehicle, and in preference to passengers, and to their entire exclusion if its weight and bulk require it. 3d. To take the mail and every part of it from, and deliver it and every part of it at, each post office on the route, or that may hereafter be established on the route, and into the post office at each end of the route, and into the post office at the place at which the carrier stops at night, if one is there kept; and if no office is there kept, to lock it up in some secure place, at the risk of the contractor.

They also undertake, covenant, and agree with the United States, and do bind themselves jointly and severally as aforesaid, to be answerable for the person to whom the said contractor shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through his unfaithfulness or want of care; and that the said contractor will discharge any carrier of said mail whenever required to do so by the Postmaster General; also, that he will not transmit, by himself or his agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail; and that he will not carry out of the mail letters or newspapers which should go by post. And, further, the said contractor will convey, without additional charge, post office blanks, mail locks, and bags; also the special agents of the department, on the exhibition of their credentials, if a coach or other suitable conveyance is used.

They further undertake, covenant, and agree with the United States, that the said contractor will collect quarterly, if required by the Post-

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master General, of postmasters on said route, the balances due from them to the United States on their quarterly returns, and faithfully render an account thereof to the Postmaster General in the settlement of his quarterly accounts, and will pay over to the auditor of the treasury for the Post Office Department, on the order of the Postmaster General, all balances remaining in his hands.

For which services, when performed, the said Carlton Spaids, contractor, is to be paid by the said United States the sum of $335,000 a year, to wit: quarterly in the months of November, February, May, and August, through the postmasters on the route, or otherwise, at the option of the Postmaster General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby stipulated and agreed by the said contractor and his sureties, that the Postmaster General may alter the contract and alter the schedule, he allowing a *pro rata* increase of compensation within the restrictions imposed by law for the additional service required, or for the increased speed, if the employment of additional stock or carriers is rendered necessary; but the contractor may, in case of increased expedition, relinquish the contract on timely notice, if he prefer it to the change; also, that the Postmaster General may discontinue or curtail the service in whole or in part, in order to place on the route a greater degree of service, or whenever the public interests in his judgment shall require such discontinuance or curtailment for any other cause; he allowing as a full indemnity to the contractor one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the amount of service retained and continued.

It is hereby also stipulated and agreed by the said contractor and his sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run and no sufficient excuse for the failure is furnished; a forfeiture of at least one-fourth part of it when the running is so far behind time as to lose connection with a depending mail; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure, and the importance of the mail; also, that fines may be imposed upon the contractor, unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; for intrusting the mail to a carrier under sixteen years of age; for refusing, after demand, to convey a mail by any conveyance which the contractor regularly runs, or is concerned in running, on the route, beyond the number of trips above specified; or for not arriving at the time set in the schedule. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transporting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty may be exacted of the contractor equal to a quarter's pay; but in all other cases no fine shall exceed three times the price of the trip. And whenever it is satisfactorily shown that the contractor, his carrier or agent, has left or put aside the mail, or any portion of it, for the accommodation of passengers, he shall forfeit not exceeding a quarter's pay.

And be it hereby further stipulated and agreed by the said contractor and his sureties, that the Postmaster General may annul the contract

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for repeated failures; for violating the post office laws; for disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; for assigning the contract without the consent of the Postmaster General; for setting up or running an express as aforesaid; or for transporting persons conveying mail matter out of the mail as aforesaid; or whenever the contractor shall become a postmaster, assistant postmaster, or member of Congress; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature, and the said contractor and his sureties have hereunto set their hands and seals, the day and year set opposite their names, respectively.

Signed, sealed, and delivered by the Postmaster General in the presence of ———.

ALEX. W. RANDALL,
Postmaster General.

And by the other parties hereto in the presence of—
S. J. BOWEN.

CARLTON SPAIDS, [SEAL.]
Chicago, Illinois, June 30, 1868.
S. P. BROWN, [SEAL.]
Washington, D. C., June 30, 1868.
J. W. SHAFFER, [SEAL.]
Freeport, Illinois, June 30, 1868.
C. D. SPAIDS, [SEAL.]
Chicago, Illinois, June 30, 1868.

I hereby certify that S. P. Brown, J. W. Shaffer, and C. D. Spaids are good and sufficient sureties for the amount in the foregoing contract. I know Mr. Brown to be a man of wealth, and the other parties are represented to me as being men of large property and able to make good this contract.

S. J. BOWEN,
Postmaster at Washington, D. C.

The schedule of departures and arrivals.

Leave Cheyenne daily, except Sunday, at 8 a. m., (or on arrival of train from the east.) Arrive at Virginia City in nine days.

Leave Virginia City daily, except Sunday, at 8 a. m. Arrive at Cheyenne in nine days.

Winter schedule 12 days.

Oath required by law, acts of July 2, 1862, *and March* 3, 1863.

I, Carlton Spaids, being "employed in the care, custody, and conveyance of the mail" (as contractor) on route No. 16,635, from Cheyenne, Dakota, to Virginia City, State of Nevada, do swear that I will faithfully perform all the duties required of me, and abstain from everything forbidden by the laws in relation to the establishment of post offices and post roads within the United States; and that I will honestly and truly account for and pay over any moneys belonging to the said United States which may come into my possession or control; and I further

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solemnly swear that I have never voluntarily borne arms against the United States since I have been a citizen thereof; that I have voluntarily given no aid, countenance, counsel, or encouragement to persons engaged in armed hostility thereto; that I have neither sought nor accepted, nor attempted to exercise the functions of, any office whatever under any authority, or pretended authority, in hostility to the United States; that I have not yielded a voluntary support to any pretended government, authority, power, or constitution within the United States, hostile or inimical thereto. And I do further swear that, to the best of my knowledge and ability, I will support and defend the Constitution of the United States against all enemies, foreign or domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office (or trust) on which I am about to enter: So help me God.

CARLTON SPAIDS.

Sworn before the subscriber, a justice of the peace for the county of Washington, District of Columbia, this 30th day of June, A. D. 1868; and I also certify that the person above named is above the age of sixteen years, to the best of my knowledge and belief.

[SEAL.] JAMES LAWRENSON,
Justice of the Peace.

No. 18.

[Telegram.—Received at Capitol post office June 30.]

JUNE 30, 1868.

To General MCLELLAN, *Assistant Postmaster General:*

Please send message to House of Representatives saying whether Spaids files his bonds O. K.

U. H. PAINTER.

No. 19.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, June 30, 1868.

U. H. PAINTER, *Reporter, House of Representatives:*

Spaids has filed his bonds, duly executed.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 20.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., July 18, 1868.

SIR: The Postmaster General desires you to state to the department, in writing, whether it is your purpose to transport all the mails which may be necessary to be conveyed over the route No. 16,635, between Cheyenne, Dakota, or that point on the Union Pacific railroad to which

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the mails are being conveyed when your service goes into operation, and Virginia City, Nevada, under your accepted bid of $335,000 per annum.

An immediate answer is desired.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

CARLTON SPAIDS, Esq., *Chicago, Illinois.*

No. 21.

POST OFFICE SALT LAKE CITY, UTAH TERRITORY,
August 6, 1868.

SIR: Your letter of the 25th ultimo, instructing me to weigh daily all the mails carried on the overland route, east and west, by way of Salt Lake City, was received on the evening of the 2d instant, and the mails have been weighed as directed, commencing on the 3d instant.

Your communication was received during my temporary absence. I returned yesterday, which will be my excuse for not acknowledging its receipt at once.

Very respectfully,

A. W. STREET, *Postmaster.*

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 22.

[Telegram.]

WASHINGTON, *August* 23, 1868.

CHARLES McLAUGHLIN, *San Francisco, California:*

Are you willing to take overland contract at your bid?

SECOND ASSISTANT POSTMASTER GENERAL.

[Telegram.—Dated San Francisco, California, August 28, 1868.—Received at Washington August 29, 1868.]

SECOND ASSISTANT POSTMASTER GENERAL:

I will contract to carry overland mail if notified soon.

CHARLES McLAUGHLIN.

No. 23.

POST OFFICE SALT LAKE CITY, UTAH TERRITORY,
September 8, 1868.

SIR: In accordance with your instructions of 25th July, I hand you herewith report of weight of mails carried east and west to and from this office for the month of August, beginning on the 3d of that month, that being the date when your instructions were received.

Very respectfully,

A. W. STREET, *Postmaster.*

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

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No. 24.—*Weight of mails received and sent from Salt Lake City, U. T., on overland route, east and west.*

Date.	Carried west.		Carried east.		Remarks.
	Received from west.	Sent to west.	Received from east.	Sent to east.	
1868.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	
August 3	337	350	.....	475	No mail from east.
4	397	255	551	440	
5	435	399	779	586	
6	100	140	1,177	390	Sunday's mail for west.
7	462	163	25	476	Sunday's mail for east.
8	325	415	1,355	375	
9	450	465	1,200	420	
10	465	290	1,324	566	
11	386	340	896	586	
12	333	577	1,022	342	
13	26	242	487	270	Sunday's mail for west.
14	276	49	10	347	Sunday's mail for east.
15	359	378	945	432	
16	524	381	936	315	
17	505	420	530	485	
18	350	270	485	345	
19	350	588	1,042	339	
20	16	272	717	150	Sunday's mail for west.
21	400	55	6½	418	Sunday's mail for east.
22	577	387	826	176	Western mail arrived 23.
23	336	300	1,265	608	
24	316	250	280	582	
25	318	283	465	425	
26	435	534	1,281	.....	Eastern mail changed time.
27	14	340	775	340	Sunday's mail for west.
28	324	75	9	214	Sunday's mail for east.
29	236	633	1,217	372	
30	275	870	1,005	426	
31	396	525	707	310	
	9,723	10,246	21,317½	11,210	

Certified to be correct by—

A. W. STREET, *Postmaster.*

No. 25.

WASHINGTON CITY, D. C., *September* 12, 1868.

SIR: Your favor of July 18, informing me that the Postmaster General desires me to state to the department, in writing, whether it is my purpose to transport all the mails which may be necessary to be carried over the route, "No. 16,635," between Cheyenne, (Dakota,) or that point on the Union Pacific railroad to which the mails are being carried when my service goes into operation, and Virgina City, (Nevada,) under my accepted bid of $335,000 per annum, was received by me in Chicago, Illinois, on the 8th instant; a certificate of the postmaster will account for the delay in the delivery of the letter to me when called for, showing it to be the fault of the office, and not mine. I regret the delay which has prevented me from answering this singular and unusal desire of the department in this case, but will now give a plain and, I hope, satisfactory one:

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1st. I purpose and am fully prepared to transport all the mail that the department has a right to require to be transported under the advertisement inviting proposals for route "No. 16,635," and awarded to me on the 12th of June, 1868, in accordance with the conditions of said advertisement.

2d. That after the contract was awarded, viz., on the 12th day of June, Congress passed a law repealing an act which gave direction to the documentary and newspaper mails for the Pacific coast, viz., by the Isthmus route. By the repeal of this law by Congress the whole, or I may say nearly all, of this class of mail matter will be thrown upon this route.

3d. That for every pound of mail matter thrown upon this route in consequence of the legislation of Congress referred to above, I shall expect from the department pro rata pay in accordance with the law and regulations of the department in such cases made and provided, and in conformity with the conditions set forth in said advertisement.

Will the department inform me, as near as possible, the amount of additional mail matter thrown upon this route by the act of Congress referred to, since the contract was awarded, and the additional amount of pay for which the department is responsible in consequence of the additional service.

An immediate answer will very much oblige your respectful and obedient servant,

CARLTON SPAIDS.

Hon. GEO. W. MCLELLAN,
Second Asst. Postmaster General, U. S. P. O. Department.

[Address: Care of S. P. BROWN & SON, corner Fifteenth street and New York Avenue, Washington, D. C.]

No. 26.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., September 16, 1868.

SIR: The Postmaster General directs me to acknowledge the receipt of your communication of the 12th instant, announcing that your purpose, and are fully prepared to transport all the mail that the department has a right to require to be transported under the advertisement inviting proposals for route No. 16,635, awarded to you on the 12th June, 1868, in accordance with the conditions of the advertisement, in answer to an inquiry addressed to you on the subject from this office on the 18th July last.

Respectfully,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

CARLTON SPAIDS, Esq.,
Care S. P. Brown & Son, corner 15th street and N. Y. Avenue, Washington, D. C.

No. 27.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., September 16, 1868.

SIR: In compliance with your verbal request I give below a statement of the postmaster at New York, under date of the 26th June, 1868,

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showing the number of bags and weight of California document mails sent by steamer from New York during the months of April, May, and June last, viz:

1868.		Pounds.
April	1, 259 bags, 70 pounds each	18, 130
April	9, 208 bags, 70 pounds each	14, 560
April	16, 176 bags, 70 pounds each	12, 320
April	24, 219 bags, 70 pounds each	15, 330
May	1, 195 bags, 70 pounds each	13, 650
May	9, 214 bags, 70 pounds each	14, 980
May	16, 172 bags, 70 pounds each	12, 040
May	23, 192 bags, 70 pounds each	13, 440
June	1, 240 bags, 70 pounds each	16, 800
June	9, 226 bags, 70 pounds each	15, 820
June	16, 192 bags, 70 pounds each	13, 440
June	24, 237 bags, 70 pounds each	16, 590

Also the following transcript of a telegram from the postmaster at Salt Lake City, under date of the 1st July, 1868, viz:

"Average weight per day for six (6) days of all mails carried on overland route east, via Salt Lake City, three hundred and thirty-nine (339) pounds; west, six hundred and forty-three (643) pounds. Average going east, light; going west, light. No public documents."

Very respectfully, yours, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

CARLTON SPAIDS, Esq., *Washington, D. C.*

No. 28.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, September 17, 1868.

SIR: I acknowledge your favor of the 8th instant, enclosing your report of the weight of the mails carried on the overland route, east and west of Salt Lake City, for 29 days in August, ultimo, beginning on the 3d, under instructions from this office of the 25th July last.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER,
Salt Lake City, Utah Territory.

No. 29.

WASHINGTON, D. C., *September* 17, 1868.

SIR: I have the honor to acknowledge the receipt of your favor of the 16th instant informing me that the Postmaster General directs you to acknowledge the receipt of my letter of the 12th instant, "Announcing that you purpose and are fully prepared to transport all the mail that the department has a right to require to be transported under the advertisement inviting proposals for route No. 16635, awarded to you on the

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12th June, 1868, in accordance with the condition of the advertisement, in answer to an inquiry addressed to you on the subject from this office on the 18th July last."

It appears that the most important part of my letter, and that portion to which I wish and am entitled to a definite answer from the department, is either overlooked or an answer purposely avoided. I am not bound to carry the mail matter thrown upon this route by the congressional legislation, referred to in my letter of the 12th instant, after this contract was awarded without a corresponding equivalent, and was so informed by the department before the contract was executed, and it is important that this question should be settled between me and the department without delay. By giving a definite answer to the following extract from my letter of the 12th instant you will oblige me:

Will the department inform me, as near as possible, the amount of additional mail matter thrown upon this route by the act of Congress referred to, since the contract was awarded, and the additional amount of pay for which the department is responsible in consequence of the additional service.

And further, will the department pay me quarterly, according to the condition of contract, pro rata pay for the additional service referred to.

Respectfully, your obedient servant,

CARLTON SPAIDS.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General,
U. S. Post Office Dep't, Washington, D. C.

P. S.—Direct, care S. P. Brown & Son, corner 15th street and New York avenue, Washington, D. C.

C. S.

No. 30.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, September 18, 1868.

SIR: To yours of yesterday the Postmaster General directs me to reply, that the department will expect you to carry the mail on route 16635 strictly according to the terms of your contract, "using therefor such means as may be necessary to transport the whole of said mail, whatever may be its size or weight." You have heretofore been furnished with all the information in the possession of the department respecting the weight of the mails conveyed on the route.

The postmaster at Salt Lake City has been instructed to continue to weigh the mails daily until further ordered, and report the results to the department. His reports, when received, will be transcribed for your information if desired.

Respectfully,

GEO. W. MCLELLAN.
Second Assistant Postmaster General.

CARLTON SPAIDS, Esq.,
Care S. P. Brown & Son, corner 15th street
and New York avenue, Washington, D. C.

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No. 31.

UNION PACIFIC RAILROAD COMPANY,
20 *Nassau street, New York, September* 23, 1868.

DEAR SIR: You can reach General Dodge by telegraphing him at Omaha.

Yours, truly,

OAKES AMES.

Hon. ALEX. W. RANDALL, *P. M. General.*

No. 32.

[Telegram.]

WASHINGTON, D. C., *September* 25, 1868.

Hon. G. M. DODGE, *Omaha, Nebraska:*

Do you know whether Carlton Spaids, contractor for the transportation of the overland mail from 1st October, proximo, between the end of the Union Pacific railroad and Virginia City, has made preparations to perform that service? Answer.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 33.

TREASURY OF THE UNITED STATES,
Washington, September 25, 1868.

SIR: Some months since it was announced that the overland route to the Pacific coast was not considered by the Post Office Department safe for valuable mail matter. Since that announcement the mail of this office has been stamped and transmitted per steamer. I beg to inquire whether the overland route is now considered sufficiently safe and expeditious to warrant the transmission of my official mail by that course.

Very respectfully,

F. E. SPINNER,
Treasurer United States.

Hon. ALEX. W. RANDALL, *P. M. General.*

No. 34.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, September 26, 1868.

SIR: The Postmaster General directs me to acknowledge your favor of yesterday, addressed to him, and to say in answer that the overland route to the Pacific coast is deemed by this department sufficiently safe and expeditious to warrant the transmission thereby of any mail matter whatever.

The existing contracts for the conveyance of mails for the Pacific coast by steamers will expire on the 30th instant; and no arrangements are yet perfected for continuing sea service beyond that date.

Very respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

Hon. F. E. SPINNER,
Treasurer United States, Washington, D. C.

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No. 35.

[Telegram.—Received September 26, 1868.]

OMAHA, NEBRASKA, *September* 26, 1868.

GEO. W. MCLELLAN *Second Assistant Postmaster General:*

Mr. Snyder, general superintendent, has just returned from the end of the track, and from all the information he could gather, as well as my self, Spaids has made no preparation for carrying the mails.

G. M. DODGE,
Chief Engineer,
Per J. E. HANSE.

No. 36.

[Telegram.—Received September 26, 1868.]

SALT LAKE CITY, *September* 26, 1868.

Hon. GEO. W. MCLELLAN, *Second Assistant Postmaster General:*

Overland mail contract expires September 30. No preparations made by new contractors to transport mail that I can learn of. What is to be done? Mail will accumulate terribly.

JOHN W. CLAMPITT,
Special Agent Post Office Department.

No. 37.

WASHINGTON, D. C., *September* 29, 1868.

SIR: Having received no answer to that part of my last communication asking the department to inform me as near as possible the amount of mail matter thrown upon the route No. 16,635, by the act repealing the act of Congress approved March 25, 1864, referred to in that communication, whether the department will pay quarterly according to the conditions of the contract, pro rata pay for the additional service, I have come to the conclusion that the Postmaster General has purposely neglected to give me the desired information until it should be too late to be of any service to me in completing my arrangements for stocking the road, and the only course left for me in the absence of the required information, and the uncertainty in relation to the course to be pursued by the Postmaster General, is to decline to transport any mail over this route, until the payment for such service shall be settled definitely by the department or by Congress. From the best information I have been able to get the mail matter thrown upon this route by the act of Congress referred to, after the contract was awarded, and which was not considered either by the department or myself, will amount to more than three times in weight of the ordinary mail transported over this route, or that would be during the continuance of the contract, were it not for the act of Congress referred to. This legislation not having been anticipated at the time the contract was advertised and awarded, and the department having declined to take any responsibility in the matter, I ask to have the time named in the contract to commence the service extended until the

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1st day of January, 1869, so that this question can be definitely settled by Congress before the service will commence, or, if more satisfactory to the department, to re-advertise the route, so that bidders can fully understand the service to be performed. This will be satisfactory to me, and I understand this course has been suggested by the Postmaster General.

I am, very respectfully, your obedient servant,

CARLTON SPAIDS.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 38.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, September 29, 1868.

SIR: I beg leave to say, in answer to your communication of this date, that your allegation to the effect that the Postmaster General has purposely neglected to give you any information in the possession of the department respecting the amount of mail matter carried or "thrown" upon route No. 16,635, is contradicted by the records of the department, from which the within copies of letters addressed to you from this office, under date of the 16th and 18th instant, are transcribed, so that no such alleged neglect of the Postmaster General can, with truth, be pleaded in justification of any failure or refusal on your part to carry the mails on that route in strict accordance with the terms and stipulations of your contract from 1st October proximo.

Respectfully,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

CARLTON SPAIDS, Esq.,
Care S. P. Brown & Son, Cor. 15th street and New York avenue, Washington, D. C.

No. 39.

[Telegram.—Received September 30, 1868.]

POST OFFICE, SALT LAKE CITY,
September 30, 1868.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General:

I hear of no preparation by the contractor to carry mail by overland route. As new contract commences to-morrow, please instruct me in the premises.

A. W. STREET, *Postmaster.*

No. 40.

[Telegram.—Received October 1, 1868.]

SALT LAKE, UTAH,
October 1, 1868.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Contractor has failed to appear in person or by agent for the mail. Reasons not known.

A. W. STREET, *Postmaster.*

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No. 41.

[Telegram.—Received October 1, 1868.]

SALT LAKE, UTAH,
October 1, 1868.

GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Contractors have failed to appear. Shall I employ temporary service?

JOHN W. CLAMPITT,
Special Agent Post Office Department.

No. 42.

SALT LAKE CITY,
October 1, 1868.

The contractor on route 16,635 having failed to appear, in person or by his agent, for the mail, and James J. Tracy, general superintendent of Wells, Fargo & Co., having notified me that they have been instructed by the department, through Mr. Barry, vice-president of the company, to continue carrying the mails as usual, and as the exigencies of the service demand the immediate transportation of the mails now accumulated at the Salt Lake office, therefore you will deliver the mails going east and west on this route to Wells, Fargo & Co., to be transported as usual.

JOHN W. CLAMPITT,
Special Agent Post Office Department.

A. W. STREET, Esq.,
Postmaster Salt Lake City.

No. 43.

[Telegram.]

WASHINGTON, *October* 2, 1868.

CHARLES MCLAUGHLIN, *San Francisco, California:*

Will you carry the overland mail at your bid, and how soon will you commence the service? Answer.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 44.

POST OFFICE DEPARTMET, CONTRACT OFFICE,
Washington, October 5, 1868.

SIR: On the 2d instant I telegraphed you as follows, viz: "Will you carry the overland mail at your bid, and how soon will you commence the service? Answer."

The bid referred to is your proposal, under the advertisement of March

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9, 1868, to carry the mail on route No. 16,635, between Cheyenne, Dakota, or that point on the Union Pacific railroad to which the mails are being carried when this service goes into operation, and Virginia City, Nevada, at $350,000 per annum.

I hereby repeat the inquiry contained in the despatch of the 2d instant, and request an answer by mail.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

CHARLES McLAUGHLIN, Esq.,
San Francisco, California.

No. 45.

NEW YORK, *October* 5, 1868.

DEAR SIR: By a telegram in yesterday's papers we notice that the overland mail contractor having failed to carry the mails between the terminus of the Union and Pacific railroads since the 1st of October, the probability is that all our mail matter sent by us since the 1st from here has accumulated at the end of the Union Pacific railroad. As we are supplying many subscribers and newspaper agents throughout the Territories and California, we are in a quandary whether to send our papers and magazines as usual, as in the event of their not being forwarded through would entail a loss of our entire business, as well as a serious loss of thousands of dollars to our agents. Under these circumstances we shall withhold all mail matter from the post office until we can learn from you what arrangements, if any, will be made for the forwarding of the mails already sent by us since the 1st of October, and whether it will be prudent for us to continue sending our agents their papers and magazines by overland mail as usual.

Your immediate answer to the above is requested by yours, respectfully,

CALIFORNIA AND PACIFIC NEWS CO.,
Per JOHN H. STILL, *Superintendent.*

A. W. RANDALL, Esq.,
Postmaster General.

No. 46.

[Telegram.—Received October 7, 1868.]

SAN FRANCISCO, CALIFORNIA, *October* 6, 1868.

GEO. W. McLELLAN, *Second Ass't P. M. General:*

Will carry overland mail at my bid direct between the ends of the two railroads, commencing in 30 days after you notify me by telegraph of your acceptance, providing that you increase the service by sending the paper mail overland. Answer immediately.

CHAS. McLAUGHLIN.

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[Telegram.]

WASHINGTON, *October* 7, 1868.

CHARLES MCLAUGHLIN, *San Francisco, California:*

Your telegram not understood. Will you carry the mails on route 16,635 at your bid, without any proviso? Answer immediately.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 47.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, October 7, 1868.

SIR: Referring to your favor of the 5th instant, addressed to the Postmaster General, I have to state that the overland mails for and from the Territories and the Pacific coast are being carried as usual between the termini of the Union and Central Pacific railroads since the 1st instant.

Respectfully,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

JOHN. H. STILL, Esq.,
Gen'l Agt. and Sup't Cal. and Pacific News Co.,
No. 81 *Nassau street, (P. O. Box* 6,691,*) New York, N. Y.*

No. 48.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., October 8, 1868.

SIR: Please report to this office, by return mail, an estimate of the average weight per day of the mails despatched from your office, destined for transmission on the overland route to the Territories and the Pacific coast, since the 1st of October, instant, with a statement of the number of bags sent each day.

You will also keep an account of the weight and number of bags of such mails sent from your office daily, for one week from the receipt of this, and report the result promptly to this office.

Respectfully,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *New York, N. Y.*

No. 49.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., October 8, 1868.

SIR: A telegram of this date attributes to you a statement that the mails sent *daily* from your office for the overland route to the Territories and the Pacific coast, "will soon reach 6,000 pounds," and that you are now sending 4,500.

Inform me by telegraph whether this statement is correct.

Respectfully,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *New York, N. Y.*

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No. 50.

[Telegram.—Dated New York, October 8, 1868.—Received at post office October 8.]

To GEO. K. OTIS, *care Postmaster General:*

Postmaster of this city says the mails from here will soon reach 6,000 pounds, they are now sending 4,500. Mail west from Omaha on the 6th weighed six tons; if we get a contract, must limit to three tons daily.

A. H. BARNEY.

No. 51.

[Telegram.]

WASHINGTON, *October* 8, 1868.

POSTMASTER *at Omaha, Nebraska, or* D. B. BALL:

Report by telegraph about the weight of mails received and sent overland since October 1.

G. W. McLELLAN,
Second Assistant Postmaster General.

[Telegram.]

WASHINGTON, *October* 9, 1868.

CHARLES McLAUGHLIN, *San Francisco, California:*

Your telegram not understood. Will you carry the mails on route 16,635 at your bid, without any proviso? Answer immediately.

G. W. McLELLAN,
Second Assistant Postmaster General.

No. 52.

[Telegram.—Dated New York, October 9, 1868.—Received at post office October 9, 1868.]

GEO. W. McLELLAN, *Second Assistant Postmaster General:*

Daily mails overland now exceed 4,000 pounds. They will increase, of course, but cannot say to what extent.

JOHN W. NORTON,
Assistant Postmaster.

No. 53.

[Telegram.—Dated Omaha, Nebraska, October 8, 1868.—Received at post office October 9, 1868.]

GEO. W. McLELLAN, *Second Assistant Postmaster General:*

Average amount of mail west since new order, 2,800 pounds daily. Going east, 600 pounds—no increase going east.

GEORGE R. SMITH, *Postmaster.*

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No. 54.

POST OFFICE, *New York, October* 9, 1868.

SIR: In answer to your letter of the 8th instant, requesting an estimate of the average weight of the mails despatched per pay from this office, via overland route, for the Territories and Pacific coast, since the 1st instant, with number of bags sent each day, I have to inform you that since and including the 1st instant, we have despatched from this office, via overland route, 105 lock pouches, estimated weight 55 pounds each, 5,775 pounds; 304 sacks of printed matter, estimated weight 112 pounds each, 34,048 pounds; total, 39,823 pounds, making an average of 4,424⅔ pounds per day.

The above record of pouches and sacks are actual, the weights of the same are estimates, and I believe are as near correct as can be made under the circumstances.

Your instructions to keep an account of the weight and number of bags of such mails sent from this office daily, for one week, and to report the result to the department, will be promptly complied with.

I have the honor to be, very respectfully, your obedient servant,

JAMES KELLEY, *Postmaster.*

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 55.

[Telegram.—Received October 9, 1868.]

SAN FRANCISCO, *October* 9, 1868.

GEO. W. MCLELLAN, *Second Assistant Postmaster General:*

As railroad is rapidly progressing, you certainly don't want mails carried around by Austin and Ruby. The direct route is via Humboldt. Wells and north end of Salt Lake road is good, and distance greatly shortened. Will service be increased by paper mails? If so, would require more outlay. Answer, and I can better decide.

CHARLES MCLAUGHLIN.

No. 56.

[Telegram.]

WASHINGTON, *October* 9, 1868.

J. W. CLAMPITT,
Special Agent Post Office Department, Salt Lake, Utah:

Can you make arrangements to carry the letter mail between the termini of the Union and Central railroads, and at what cost? Answer immediately.

G. W. MCLELLAN,
Second Assistant Postmaster General.

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No. 57.

WASHINGTON, *October* 9, 1868.

SIR: Agreeably to the request of the Post Office Department, our company (Wells, Fargo & Co.) have transported the United States mails on the overland route between the two ends of the Pacific railroads from October 1st to the present date. In justice to ourselves, we beg leave to say that we cannot continue this temporary service longer than the 10th instant, of which you will please take notice.

Yours, respectfully,

GEORGE K. OTIS,
Secretary of Wells, Fargo & Company.

Hon. A. W. RANDALL,
Postmaster General, Washington, D. C.

No. 58.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., October 9, 1868.

SIR: The note addressed to you by George K. Otis, secretary of Wells, Fargo & Co., of this date, and referred to this office, states: "Agreeably to the request of the Post Office Department, our company (Wells, Fargo & Co.) has transported the United States mails on the overland route, between the two ends of the Pacific railroads, from October 1st to the present date. In justice to ourselves we beg leave to say that we cannot continue this temporary service longer than the 10th instant, of which you will please take notice."

In reply, I have to say that the department has made no request to Wells, Fargo & Co. to transport mails on the overland route between the two ends of the Pacific railroads, and it is presumed, if the service is still continued on that route, it is under the terms and conditions of the contracts made with Ben Holladay and W. B. Dinsmore, August 19, 1864, under the numbers 14,260 and 44,626. If it is understood, by the notice of Mr. Otis, that Wells, Fargo & Co. have conveyed the overland mail since October 1st, and now decline to perform the same after to-morrow, the 10th instant, I respectfully recommend that all printed matter for any points off the railroad may be sent by steamers from New York, and that an arrangement be made to forward the letter and other mail matter to be delivered between the termini of the railroad, on the best terms practicable.

The action of Wells, Fargo & Co., representatives of Holladay & Dinsmore, in proposing so summary a discontinuance of the service, was wholly unexpected.

Very respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

Hon. A.W. RANDALL,
Postmaster General, Washington, D. C.

NOTE.—On consulting with the Postmaster General, it was found that he had requested Wells, Fargo & Co. to continue to carry the mails for a few days, until some other arrangement could be made.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

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No. 59.

POST OFFICE, SALT LAKE CITY, U. T.,
October 10, 1868.

SIR: Herewith I hand you a report of the weight of the mails carried on the overland route, east and west of Salt Lake City, for the month of September.

I have, up to this time, been able to borrow a pair of scales for weighing it; if it is the intention of the department to continue weighing the mail, it will be necessary to purchase a pair of scales for that purpose.

Respectfully,

A. W. STREET,
Postmaster.

Hon. GEORGE W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 60.

Weight of mails received and sent from Salt Lake City, on overland route, east and west.

Date.	Carried west.		Carried east.		Remarks.
	Received from west.	Sent to west.	Received from east.	Sent to east.	
1868.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	
September 1	465	238	538	422	
2	282	185	221	361	
3	28	1,464	1,282	329	
4	344	270	553	175	
5	386	190	235	459	
6	.....	407	1,233	442	
7	264	480	521	364	
8	301	87	486	366	
9	206	590	910	367	
10	292 197	82	595	277	
11	.....	228	621	205	
12	400	529	230	434	
13	364	153	180	482	
14	279	79	1,309	354	
15	456	762	1,295	476	
16	372	300	528	315	
17	340	158	.....	462	
18	21	613	1,117	312	
19	377	155	1,006 45	416	
20	385	47	.....	411	
21	362	696	1,564	377	
22	314	371	672	367	
23	230	519	895	370	
24	465 22	271	603 893	198	
25	.....	409	218	415	
26	455	133	758	483	
27	427	672	767	468	
28	291	305	615	350	
29	297	332	604	455	
30	127	322	810	404	
	8,749	11,047	21,304	11,316	

A. W. STREET, *Postmaster.*

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No. 61.

SALT LAKE CITY, UTAH TERRITORY,
October 10, 1868.

SIR: Your telegram, dated October 9, 1868, was received on same day, requesting me to make arrangements to carry the letter mail from the termini of the Union Pacific and Central Pacific railroad, to which I transmitted the reply that I could find no one prepared to contract for the same.

I desire to state further that on receipt of the above telegram I immediately communicated with various parties whom I considered responsible men and capable of performing the contract, and they each and all refuse to undertake the performance of a contract of that nature, alleging that it was impossible, at a period so late in the season, to stock the road and obtain grain and hay in quantities sufficient to enable them to preserve their animals while performing the contract. After the refusal of these parties, I sought the aid of Captain Hooper, delegate, who visited Brigham Young with a view of ascertaining whether he would undertake the contract. Brigham also refused to have anything to do with it, alleging that he was not prepared, &c. I therefore transmitted the telegram above mentioned. There are several responsible parties who would contract to carry the mails from the end of the Union Pacific railroad to Salt Lake City, but no further.

Respectfully yours,

JNO. W. CLAMPITT,
Special Agent Post Office Department.

Hon. GEORGE W. MCLELLAN,
Second Assistant Postmaster General.

No. 62.

[Telegram.]

WASHINGTON, *October* 10, 1868.

Hon. BRIGHAM YOUNG,
President, &c., Salt Lake City, Utah:

No arrangements have been made for the conveyance of the mails between the termini of the overland railroads. Can you provide for the service, and at what cost? Please answer by telegraph.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

[Telegram.]

WASHINGTON, *October* 10, 1868.

Hon. JUSTIN S. MORRILL,
Strafford, Vermont:

I have serious trouble about overland mails. It is important for the interests of the department that I see you immediately. Can you possibly be here by Tuesday morning? Answer.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

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No. 63.

[Telegram.—Received October 10, 1868.]

SALT LAKE CITY, UTAH,
October 9, 1868.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Can find no one prepared to carry the mails as designated except Wells, Fargo & Co.

The general agent says contract must be made at New York, as he is not authorized.

JOHN W. CLAMPITT,
Special Agent Post Office Department.

No. 63½.

[Telegram.—Received October 11, 1868.]

SALT LAKE, UTAH, *October* 10, 1868.

GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Your telegram received. Consideration will be given, and reply telegraphed as soon as possible.

BRIGHAM YOUNG.

No. 64.

[Telegram.—Received October 12, 1868.]

SALT LAKE, UTAH, *October* 11, 1868.

G. W. MCLELLAN,
Second Assistant Postmaster General:

To contract now for carrying the United States mails between the termini of the overland railroad involves, in a short time, a complete change of route west of this city to a line a hundred miles north of the present line of staging, where the roads would have to be partially made, and stations would have to be built. It encounters all the bad weather of the coming winter and spring in the mountains, and will be abruptly terminated by the junction of the railroad on arrival of that kind of weather when the mail can be easily transported. Grain is now three (3) prices, consequent on the destructions by grasshoppers, and to put mail service on that route for the short period of eight (8) months requires proportionately a much higher rate of payment than would be required were the contract to extend for several years. I propose to carry fifteen hundred (1,500) pounds of mails daily, for a period of eight (8) months, for five hundred and fifty-nine thousand three hundred and seventy-five ($559,375) dollars, and ten cents (10 cents) per pound per hundred (100) miles for all additional mails. At the expiration of eight (8) months, if the railroads do not come together, I will continue the service for the same amount, reduced proportionately as the distance may be less than four hundred (400) miles. Payment to be made to me monthly.

BRIGHAM YOUNG.

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No. 65.

[Telegram.—Received October 12, 1868.)

SALT LAKE, UTAH, *October* 11, 1868.

Hon. A. W. RANDALL,
Postmaster General:

Mr. T. C. Durant, vice-president Union Pacific Railroad Company, has made temporary arrangements, if your agent wishes it, for transportation of mails from end of Union Pacific railroad to Central Pacific, and will contract for the same one year for fifteen hundred thousand ($1,500,000) dollars. Answer.

SILAS SEYMOUR.

No. 66.

[Telegram.—Received October 12, 1868.]

OMAHA, NEBRASKA, *October* 12, 1868.

General GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Wells, Fargo & Co. refuse all overland mails; have caused accumulated mails to be stored at Cheyenne and Green river. Will store here also. Have requested Chicago to hold paper mail for safe storage until advised. Letter mails will be held here. I await instructions.

D. P. BALL,
Special Agent.

No. 67.

[Telegram.—Received October 13, 1868.]

OMAHA, NEBRASKA, *October* 12, 1868.

GEO. W. MCLELLAN:

I can have all overland mail through to Salt Lake in seven days from Omaha via Union Pacific railroad and mule teams. If stage company from Salt Lake to Central Pacific refuse to receive mail, can hire teams and put the mail through from New York to Sacramento in twenty-one (21) days.

D. B. BALL,
Special Agent.

No. 68.

[Telegram.—Received October 13, 1868.]

SALT LAKE, UTAH, *October* 12, 1868.

GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Wells, Fargo & Co. notified me tenth (10th) instant that they would not carry the overland mails after that date. No mails have left this office since on overland route.

A. W. STREET, *Postmaster.*

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No. 69.

[Telegram.—Received October 12, 1868.]

SAN FRANCISCO, CALIFORNIA,
October 12, 1868.

Hon. A. W. RANDALL,
Postmaster General:

Wells, Fargo & Co., late contractors, inform me no mails are being transported by overland route. Shall I continue to forward as usual?

HOLLAND SMITH, *Postmaster.*

No. 70.

OMAHA, N. T., *October* 13, 1868.

SIR: I have the honor to transmit the enclosed despatches from Green river and Point of Rocks.

Green river is 45 miles by rail west of Point of Rocks, and 189 miles east of Salt Lake by stage road.

A portion of these despatches were transmitted to you by telegraph last night.

I have instructed Mr. Curtis (sub-route agent on the west end) to continue to store what mail arrives there, and, if need be, to employ a watchman to guard it, that being in a very lawless part of the country.

The mail referred to in the last part of despatch marked No. 1 was received at Point of Rocks by Wells, Fargo & Co. and forwarded by them on said flat cars to Green river and there abandoned.

As that comprises the first heavy paper mail, and probably the accumulation of several days at New York, there are several thousand pounds of it.

Mr. Curtis is instructed to provide for the safety of that also. Despatch No. 3 (Alf. Eoff) is from agent of Wells, Fargo & Co., end of railroad.

The railroad is being extended every day, and I will be able to send mail to Bryan City in three or four days, which is but 175 miles to Salt Lake.

I believe the plan suggested to the department, last night, of carrying by mule teams every way practicable, and I understand that a separate stage company run from Salt Lake to the end of the Central Pacific railroad. I think, further, that other stage companies could be induced to stock the road from end of track to Salt Lake with 15 days' notice, and, if need be, the paper mail could be sent by mule teams until the roads are connected in the spring. There is no doubt but the two roads will connect by July next.

Whether this matter is compromised or otherwise, I would recommend placing service at once on the Central Pacific road as far as possible.

This can be done to within about 350 miles from Salt Lake.

Most respectfully, yours,

D. B. BALL,
Special Agent Post Office Department.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General.

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No. 71.

[Telegram No. 1.—Dated Green River, October 11, 1868. Received at Omaha, October 11, 9.30 p. m.]

To D. B. BALL, *Special Mail Agent:*

No house at Point of Rocks to store mail; good house here; mine all stored, the mail Wells, Fargo & Co. receipted to me since the seventh (7) is on flat cars here, no one in charge, have received no orders from you. Send answer to Point of Rocks.

B. W. CURTIS.

No. 72.

[Telegram No. 2.—Dated Green River, October 11, 1868. Received at Omaha, October 11, 7 p. m.]

To D. B. BALL, *Special Mail Agent*:

What is to be done with the through mails accumulating st this place? I cannot attend to it. Have no store-room.

J. T. REYNOLDS, *P. M.*

No. 73.

[Telegram No. 3.—Dated Point of Rocks, October 12, 1868. Received at Omaha, October 12, 1868.]

To D. B. BALL:

My orders are to receive no more mail after the 10th of this month, is all I know about it. Ask our superintendent at Salt Lake.

ALF. EOFF, *Agent.*

No. 74.

[Telegram.]

WASHINGTON, *October* 13, 1868.

POSTMASTER, *San Francisco, California:*

Forward overland mail as usual.

GEO. W. McLELLAN,
Second Asst. Postmaster General.

No. 75.

[Telegram.]

WASHINGTON, *October* 13, 1868.

POSTMASTER, *Salt Lake City, Utah:*

Forward overland mail as usual.

GEO. W. McLELLAN.

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No. 77.

[Telegram.]

WASHINGTON, *October* 13, 1868.

POSTMASTER, *Chicago, Illinois:*

Forward overland mail as usual.

GEO. W. McLELLAN.

No. 78.

[Telegram.]

WASHINGTON, *October* 13, 1868.

D. B. BALL,

Special Agent Post Office Department, Omaha, Nebraska:

At what cost can you have overland mails carried by mule teams between railroads? Agent Hobbs is now at Omaha. Consult with him; Chicago must forward mails as usual.

GEO. W. McLELLAN,
Second Asst. Postmaster General.

No. 79.

[Telegram.—Received October 13, 1868.]

SACRAMENTO, *October* 13, 1868.

Hon. GEO. McLELLAN, *Second Asst. Postmaster General:*

The superintendent of the Central Pacific railroad notifies that Wells, Fargo & Co. refuses to take from Wadsworth the Austin and overland mail. They also refuse to deliver to the railroad company the mail that arrived last night. Shall I send by steamer, or retain mail until arrangements are made?

GEO. ROWLAND, *Postmaster.*

No. 80.

[Telegram.—Received October 13, 1868.]

SALT LAKE, UTAH, *October* 13, 1868.

Hon GEO. W. McLELLAN, *Second Asst. Postmaster General:*

Wells, Fargo & Co. state they are ordered to carry mails. Is it all right? Postmaster will not deliver without an order.

JOHN W. CLAMPITT, *Special Agent.*

No. 81.

[Telegram.]

WASHINGTON, *October* 14, 1868.

JOHN W. CLAMPITT,

Special Agent Post Office Department, Salt Lake City, Utah:

Postmaster may deliver mails as usual.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

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No. 82.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, October 14, 1868.

SIR: In your favor of the 9th instant you estimate the average weight of mails despatched from your office via the overland route for the Territories and the Pacific coast, since the 1st instant, at 4,424⅔ pounds per day.

Under date of the 8th, the postmaster at Omaha reports the average weight of such mails sent west from his office at 2,800 pounds per day.

In view of the discrepancy, I have to inquire for what particular points the mails comprised in your estimate were destined.

In your report of the weights you are now taking daily, under instructions of the 8th, specify the particular destinations of the mails.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *New York, N. Y.*

No. 83.

[Telegram.—Received October 14, 1868.]

SALT LAKE, UTAH, *October* 13, 1868.

GEO. W. McLELLAN, *Second Assistant Postmaster General:*

Have you received my proposals for carrying the mails between the termini of the railroad? Please answer by telegraph immediately.

BRIGHAM YOUNG.

No. 84.

[Telegram.]

WASHINGTON, *October* 14, 1868.

Hon. BRIGHAM YOUNG, *Salt Lake City, Utah:*

Is your proposal to carry 1,500 pounds per day intended to include the mails carried both ways?

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 85.

[Telegram.—Received October 14, 1868.]

CHICAGO, ILLINOIS, *October* 14, 1868.

GEO. W. McLELLAN, *Second Assistant Postmaster General:*

Shall I return all paper mail received at this office for overland route to New York?

F. T. SHERMAN, *Postmaster.*

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No. 86.

[Telegram.]

WASHINGTON, *October* 14, 1868.

POSTMASTER, *Chicago, Illinois:*

Send all mails for overland route via Omaha.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 87.

[Telegram.]

WASHINGTON, *October* 14, 1868.

CHAS. McLAUGHLIN, *San Francisco, California:*

Your telegram of the 9th is not definite and can't be understood.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 88.

[Telegram.—Received October 14, 1868.]

SALT LAKE, UTAH, *October* 14, 1868.

GEO. W. McLELLAN, *Second Assistant Postmaster General:*

It is intended to carry the 1,500 pounds both ways, between the termini every way.

BRIGHAM YOUNG.

No. 89.

[Telegram.]

WASHINGTON, *October* 15, 1868.

Hon. BRIGHAM YOUNG, *Salt Lake City, Utah:*

Supposing 2,800 pounds per day carried west, and 600 east, how many pounds would have to be paid for as additional mail?

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 90.

[Telegram.—Received 15th October, 1868.]

SALT LAKE, UTAH, *October* 15, 1868.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General:

On such a circumstance as you name, I will carry twenty hundred (2,000) pounds west at contract price, the eight hundred (800) pounds to be paid for at the rate for extra weight.

BRIGHAM YOUNG.

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No. 91.

[Telegram.—Received 15th October, 1868.]

SAN FRANCISCO, CALIFORNIA,
October 14, 1868.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Charles E. McLean, agent for Wells, Fargo & Co., late contractors, informs me no mails are being transported via overland route. Shall I continue to forward as usual?

HOWARD SMITH.

No. 92.

[Telegram.]

WASHINGTON, *October* 15, 1868.

POSTMASTER, *San Francisco, California:*

Continue to forward overland mails as usual.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 93.

[Telegram.]

WASHINGTON, *October* 15, 1868.

POSTMASTER, *Sacramento, California:*

Forward overland mails as usual.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 94.

[Telegram.—Received 15th October, 1868.]

STAFFORD, VERMONT, *October* 14, 1868.

Hon. A. W. RANDALL, *Postmaster General:*

I cannot go to Washington at present.

JUSTIN S. MORRILL.

No. 95.

[Telegram.—Received 15th October, 1868.]

SAN FRANCISCO, *October* 15, 1868.

G. W. MCLELLAN, *Second Assistant Postmaster General:*

Will you give me the carrying of mails on route sixteen thousand six hundred and thirty-five (16,635) at my bid? Answer.

CHARLES MCLAUGHLIN.

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No. 96.

[Telegram.]

WASHINGTON, *October* 16, 1868.

CHARLES MCLAUGHLIN, *San Francisco, California:*

Your bid is accepted, on condition that you commence the service immediately. Answer.

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

POST OFFICE, NEW YORK,
October 16, 1868.

SIR: In answer to your letter of the 14th instant, requesting to be informed, in view of the discrepancy which exists between the estimate furnished by this office on the 9th instant, of the average weight of mails despatched from this office, via the overland route, to the Territories and Pacific coast, and the estimate furnished by the postmaster at Omaha, for what particular points the mail comprised in our estimate were destined, I would respectfully state that the estimate of 2,800 pounds of mail per diem, by the postmaster at Omaha, approximates very much to the correctness of the estimated weight of 4,424⅔ pounds per day sent from this office, from the fact that the weight given by the postmaster at Omaha was furnished on the 8th instant, and could only include mail matter sent from this office up to or about the 4th of October, as prior to the 1st the letter mails only were sent *via* overland route from here, and as the bulk of the mail was anticipated, sent in and forwarded by steamer of the 1st, the amount sent the 2d and 3d instant was comparatively light.

It is very difficult to obtain a fair average of the mails, unless we take the weight for the entire month, as some weeks are much heavier than others; for instance, last week, on Wednesday and Thursday, we received the entire California edition of Harper's Monthly, some fifty bags, weighing over 6,000 pounds. This was included in our estimate, consequently one week may be heavy and the next comparatively light.

We receive the principal portion of our weekly publications on Wednesday and Thursday. These days are always heavy, whilst on Mondays and Saturdays we have very little matter.

I would state that the estimate of the weights of mail forwarded on the 9th instant comprised only the mails for San Francisco and Sacramento, California; Portland, Oregon; Salt Lake City and Denver City, Colorado.

I have the honor to be, very respectfully, your obedient servant,

JOHN W. NORTON,
Assistant Postmaster.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

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No. 98.

POST OFFICE, NEW YORK,
October 17, 1868.

SIR: In accordance with your request contained in your letter of the 8th instant, to keep an account of the weight and number of bags of mails destined for transmission via the overland route to the Territories and Pacific coast, (daily,) for one week, I have the honor to inform you that the weight of the mail, despatched as above, on the respective dates, was as follows:

October 10.....	55	sacks,	4,751	pounds.	10	pouches,	274	pounds.
" 12.....	51	"	3,829	"	12	"	361	"
" 13.....	26	"	1,442	"	8	"	226	"
" 14.....	23	"	1,568	"	8	"	248	"
" 15.....	26	"	1,893	"	8	"	232	"
" 16.....	44*	"	3,888	"	3	cases,	115	"
" 16.....	33†	"	3,247	"	4	pouches,	104	"
	258		20,618		53		1,560	

Making an aggregate of 22,178 pounds, or 3,679⅔ pounds per day.

The above weights constituted only those mails sent to San Francisco and Sacramento, California; Portland, Oregon; Salt Lake City, Utah; and Denver City, Colorado.

The past week has been light, from the fact that we have received none of the monthly magazine editions.

I have the honor to be, very respectfully,

JOHN W. NORTON,
Assistant Postmaster.

Hon. GEORGE W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 99.

LARAMIE, *October* 18, 1868.

DEAR SIR: I have failed to answer your despatch in regard to the expense of sending mail by mule teams on account of not receiving the terms from parties as I expected.

I am now on my way to the end of the road, and if I can learn anything definite on the matter, will telegraph you from there. I understand that the mail is going through west, but none is received from Salt Lake here yet since the stoppage.

Most respectfully, &c.,

D. B. BALL, *Special Agent.*

Hon. GEORGE W. MCLELLAN,
Second Assistant Postmaster General.

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* Sent by steamer by special orders. † Overland.

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No. 100.

[Telegram.—Received October 18, 1868.]

SAN JOSÉ, CALIFORNIA,
October 17, 1868.

Hon. GEORGE W. MCLELLAN,
Second Assistant Postmaster General:

Am ready to commence the service in thirty (30) days from notice. Shall I have the contract?

CHARLES McLAUGHLIN.

No. 101.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, October 19, 1868.

SIR: In view of the remark, in your favor of the 16th instant, that "it is very difficult to obtain a fair average of the mails" sent from your office for the Territories and the Pacific coast by the overland route, "unless we take the weight for the entire month," it is suggested that, instead of keeping an account of the weight and number of bags of such mails daily for one week, as requested by letter from this office of the 8th instant, you continue the weighing for a month, and report the result, specifying the particular destination of the mails, and the amount sent to each point of destination.

What proportion of the 4,424⅜ pounds per day estimated in your favor of the 9th to have been sent from the 1st to the 9th, inclusive, was destined for Denver?

Respectfully,

E. L. CHILDS,
For Second Assistant Postmaster General.

POSTMASTER, *New York, N. Y.*

No. 102.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, October 20, 1868.

SIR: I have to acknowledge the receipt of your favor of the 10th instant, enclosing statement of the weight of mails received and sent from Salt Lake City on the overland route, for the month of September, ultimo.

It is the intention of the department that you shall continue weighing the mails on that route, and, if necessary, you will purchase a pair of scales for that purpose, and refer to this letter as your authority for so doing.

Respectfully,

E. L. CHILDS,
For Second Assistant Postmaster General.

POSTMASTER, *Salt Lake City, Utah Territory.*

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No. 103.

WASHINGTON, *October* 1, 1868.

SIR: We beg leave to submit to you the following proposition for carrying the United States mails overland between the termini of the Union Pacific railroad and the Central Pacific railroad. We will carry the mails daily for the term of one year from date, or until the two railroads meet, at the rate of $1,750,000 per annum, subject to deduction *pro rata* for every section of fifty miles of railroad completed and reported to the Post Office Department ready to carry the mails.

Yours, respectfully,

WELLS, FARGO & CO.,
Per GEORGE K. OTIS,
Secretary and Agent.

Hon. A. W. RANDALL,
Postmaster General, Washington, D. C.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
October 21, 1868.

Accept this proposition and recognize service under it from the commencement of present quarter, October 1, 1868.

ALEX. W. RANDALL,
Postmaster General.

[Postmaster General's Official Journal, October 21, 1868.]

NOTE.—The department accepted this proposal from October 1 upon the representation that Wells, Fargo & Co. had been performing the service from that time under an understanding with the Postmaster General.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 104.

NEW YORK, *October* 23, 1868.

DEAR SIR: Last week a telegraph despatch from your department ordered the mails for California to be sent per steamer on the 16th. As we had already sent a very large newspaper and periodical mail overland we concluded it was best to hold back our mail matter, which is very bulky, and send by steamer to-morrow morning we were further advised to do so by despatches from Washington, saying that arrangements had been made by the Post Office Department to forward by steamers also. As we now have large accumulated mail on hand to send by steamer, and it would only clog the overland mail if sent that way, we beg that, if it is agreeable and possible, instructions may be given immediately by telegraph, if such instructions have not already been given, to forward all the bulky mail matter deposited in the post office here steamer morning, per steamer and not per overland mail.

On your prompt decision rests the loss to us, or the saving, of more than two thousand dollars.

With great respect, we remain, yours, &c.,

CALIFORNIA AND PACIFIC NEWS CO.,
Per JOHN H. STILL, *Superintendent.*

Hon. A. W. RANDALL.

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No. 105.

[Telegram.]

OCTOBER 24, 1868.

POSTMASTER, *New York, N. Y.:*

Forward by steamer all mail matter for the Pacific coast which the senders may desire to forward by that route.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 106.

OCTOBER 24, 1868.

Postmaster New York is telegraphed to forward by steamer all mail matter for Pacific coast which senders may desire to forward by that route.

GEO. W. McLELLAN,
Second Assistant Postmaster General.

JOHN H. STILL, *Superintendent California and Pacific News Company, New York, N. Y.*

No. 107.

OMAHA, NEBRASKA,
October 27, 1868.

SIR: The post office at Gilmer, Carter county, Wyoming, is directly on the mail route No. 16635, overland. I have requested Mr. Gilmer, division agent of Wells, Fargo & Co., to have the mail left at that office. Mr. Gilmer informed the assistant postmaster at Green river that he would not leave mail at that office until instructed to do so from Washington.

I request that his employers be directed at once to have the mail left there, as that office is now open and a large amount of mail accumulating for that place.

I suppose that there are now two or three thousand inhabitants within the delivery of that office, and the stages of Wells, Fargo & Co. run direct through the place.

Most respectfully, yours,

D. B. BALL,
Special Agent Post Office Department.

HON. GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 108.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 4, 1868.

SIR: Please report immediately to this office the account kept by you, under instructions of the 19th ultimo, of the weight and number of bags of mail matter sent from your office by the overland route for the Terri-

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tories and the Pacific coast, from the 17th to the 31st October, ultimo, inclusive, specifying the particular destination of the mails and the amount sent to each point of destination.

You are instructed, also, to keep and return to the department a similar account for the month of November, current.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *New York, N. Y.*

No. 109.

POST OFFICE, NEW YORK,
November 6, 1868.

DEAR FRIEND: The postmaster received a letter under date of November 4, from you, asking for the weight of the overland mail according to instructions of October 19. This I am unable to give. You will doubtless remember that when you were here I called your attention to that letter requesting us to weigh the overland mail for 30 days, and you stated that the instructions were so given before you were aware of your visit to this city; and as the subject was undoubtedly settled while here, we need not carry out the instructions of said letter, and I so informed the postmaster.

I am now weighing said mail, and at the end of the month can give you the information desired.

I hope this explanation will be satisfactory and that you will explain the same to the respective bureau of your department.

Yours, respectfully,

S. H. KNAPP,
Seperintendent of Mails.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 110.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 7, 1868.

SIR: The conversation referred to in your favor of yesterday as having occurred during my recent visit to New York, which I well recollect, will relieve you of blame for temporarily discontinuing the weighing of mails sent overland to the Territories and the Pacific coast.

A record of the number of bags sent within the period during which the weighing was discontinued, however, has doubtless been kept in the New York office, from which the postmaster may *estimate* the weight, and thus supply the gap in the report to be furnished under instructions of the 19th ultimo and 4th instant.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

S. H. KNAPP, Esq.,
Superintendent of Mails, New York, N. Y.

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No. 111.

POST OFFICE, NEW YORK,
November 9, 1868.

SIR: In answer to your letter of the 5th instant, I beg to enclose estimated weight of overland mail, sent from this office, from October 17th to 31st, which is as follows:

	Lock.	Sacks.	Pounds.
San Francisco	30	236	16,404
Sacramento	28	96	7,812
Portland, Oregon	..	35	2,310
Salt Lake City, Utah	28	72	6,000
Denver City, Colorado	28	16	2,652
			35,178

An account is being kept of the weight of these mails for this month, and at the end of it it will be forwarded to you.

I have the honor to be, very respectfully, your obedient servant,

JAMES KELLY,
Postmaster.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 112.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 9, 1868.

SIR: The arrangement lately made by the department with Wells, Fargo & Co., for transporting the overland mail, makes it very important that this office should be promptly advised of every 25-mile extension of the Union Pacific and Central Pacific railroads. You are therefore instructed to notify the department, both by telegraph and letter, when the former road shall have been completed 25 miles west of Bryan, its present terminus, and you will make it your business to see that the mail service is extended as promptly as possible whenever at any time a section of 25 miles is completed. Let it be your *special* duty to see that this matter is carefully watched and reported on until the two railroads are connected by rail.

Respectfully, &c.,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

D. B. BALL, Esq.,
Special Agent P. O. Dept., Omaha, Nebraska.

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No. 113.

[Telegram.]

NOVEMBER 9, 1868

D. B. BALL,
Special Agent P. O. Dept., Omaha City, Nebraska:

Is the Union Pacific railroad extended beyond Bryan? If so, how far? Do cars run on the part extended? If not, why? Answer.

G. W. MCLELLAN,
Second Assistant Postmaster General.

No. 114.

[Telegram.—Dated Omaha, Nebraska, November 17, 1868.—Received at Washington, November 17, 1868.]

GEO. W. MCLELLAN,
Second Assistant Postmaster General:

Track laid about 50 miles from Bryan; no passenger train. Mail goes by stage. Railroad company unwilling to take it yet.

D. B. BALL, *Special Agent.*

No. 115.

[Banking-house of Wilson & Morton, successors to J. A. Ware & Co. Collections made on any point in the United States.]

BRYAN, *November* 10, 1868.

DEAR SIR: Since the opening of this office the mail has arrived only *once* per the Union Pacific railroad on *schedule time.* Failure is owing to Indian difficulties, delay of trains, &c. Going west from here they have left semi-occasionally, owing to the fact that a great amount of mail accumulated at the end of track during the time that the Post Office Department had no contractors to carry the mail. This accumulation of some tons of mail matter was not cleared out until yesterday, and as a sample of how it was and is cared for during storms, I enclose a newspaper which I took from the route agent's sack sent from the Fort Bridger post office yesterday and opened at this place this morning by myself. The sack contained eastern mail which had been sent past this place to Fort Bridger and Salt Lake, and lay out here in the storms of the 5th and 6th of the present month.

Mr. D. B. Ball, the special United States mail agent, has done and is doing all that he can for the safe and speedy carrying of the mails upon this route; but Wells, Fargo & Co. are a monopoly, and do just as they please, independent of any and every body.

The Union Pacific railroad have had one train (passenger) in on time since they came to this place.

Yours truly,

D. K. ALLEN,
Postmaster, Bryan, Carter county, Wyoming Territory.

GEO. W. MCLELLAN,
Second Assistant Postmaster Gen., Washington D. C.

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No. 116.

POST OFFICE,
Salt Lake City, U. T., November 11, 1868.

SIR: Herewith I hand you weights of mails conveyed east and west on the overland route for the month of October. I was compelled to purchase a platform scale, for which I paid $100, that being the lowest price at which I could get it.

Respectfully,

A. W. STREET,
Postmaster.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster Gen., Washington, D. C.

No. 117.—*Weight of mails received at and sent from Salt Lake City on overland route, east and west.*

Date.	Carried west.		Carried east.		Remarks.
	Received from west.	Sent to west.	Received from east.	Sent to east.	
1868.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	
October 1	409	285	464	.....	No mail sent east.
2	198	342	409	637	
3	347	170	1,280	423	
4	368	405	362	380	
5	642	120	852	356	
6	432	675	802	547	
7	297	138	60	482	
8	483	390	1,355	303	
9	17	345	461	233	
10	380	160	.....	424	No mail received from east.
11	385	.....	710	.....	No mail sent east and west.
12	312	.....	.....	.....	No mail sent east and west.
13	372	330	.....	1,193	No mail from east.
14	306	525	.....	310	No mail from east.
15	319	185	817	361	
16	.....	421	.....	140	No mail from east and west.
17	30	897	1,904	160	
18	683	534	6,706	155	
19	195	1,500	4,190	737	
20	525	2,300	595	174	
21	364	142	4,538	641	
22	276	1,691	1,236	578	
23	52	1,009	4,176	250	
24	510	616	3,427	156	
25	332	671	8,390	485	
26	330	405	3,541	393	
27	532	2,106	3,877	675	
28	361	1,040	1,560	795	
29	383	1,145	3,593	175	
30	70	24,598	1,465	574	
31	416	586	853	460	
	10,326	43,731	57,623	12,197	

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No. 118.

OMAHA, NEBRASKA,
November 16, 1868.

SIR: I was absent in the interior of the State, (Lincoln,) beyond the reach of telegraph, when your despatch and letter of the 9th instant reached Omaha. I arrived here yesterday, and immediately telegraphed the superintendent of the Union Pacific railroad, who is absent at Bryan, also a route agent on that end of road, but a bad storm is prevailing and no reply is received up to the time of writing, (8 a. m.) According to the best information I now have, the Union Pacific railroad is finished (track laid) about 60 miles beyond Bryan, but Bryan is the terminal town, and no passenger or public freight train is run beyond, and the road there is used only for the conveyance of material for the construction and use of the road.

The mails, passengers, express, &c., are conveyed by stage from Bryan. This is the way matters stood when I left here one week ago to-day, and I cannot learn of any change. I hope to give more definite information by telegraph before this reaches the department.

Respectfully, &c.,

D. B. BALL,
Special Agent Post Office Department.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 119.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 18, 1868.

SIR: Find enclosed a copy of the agreement lately made by the department with Wells, Fargo & Co., for the transportation of the overland mail, referred to in my letter to you of the 9th instant. From it you will see the importance of the prompt extension of the mail service on the Union Pacific and Central Pacific railroads as fast as they are extended, and keeping the department advised on the subject.

Respectfully, &c.,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

D. B. BALL, Esq.,
Special Agent Post Office Department, Omaha, Nebraska.

No. 120.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 17, 1868.

SIR: The arrangement lately made by the department with Wells, Fargo & Co., for transporting the overland mail, of which you will find a copy enclosed, makes it very important that this office should be promptly advised of every 25-mile extension of the Union Pacific and Central Pacific railroads. You are therefore instructed to notify the

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department, both by telegraph and letter, when the latter road shall have been completed 25 miles east of its present terminus, and you will make it your business to see that the mail service is extended as promptly as possible, whenever at any time a section of 25 miles is completed.

Let it be your special duty to see that this matter is carefully watched and reported on until the two railroads are connected by rail.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

BENJ. C. TRUMAN, Esq.,
Special Agent Post Office Department, San Francisco, California.

No. 121.

OMAHA, NEBRASKA,
November 17, 1868.

SIR: I would again call your attention to the necessity of the mail being left at Gilmer, Carter county, Wyoming, on the overland line.

I learn from route agents on the west end that mail sent out by them (route agents) for said office is returned again to the route agents after being absent long enough to go to Salt Lake and return.

Wells, Fargo & Co. charge 12½ cents for all letters sent by them; hence the opposition to supply United States post offices.

Gilmer (Bear river) has some 2,000 inhabitants to be supplied with mail.

Most respectfully, yours,

D. B. BALL,
Special Agent Post Office Department.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General.

No. 122.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
November 18, 1868.

GENTLEMEN: The Postmaster General directs that the post office of Gilmer, Carter county, Wyoming Territory, shall be supplied with mails, next to Fort Bridger, on the overland route No. 16,635, from the terminus of the Union Pacific railroad to the terminus of the Central Pacific railroad.

You will please see that the carriers on that route visit said office with the mail regularly both going and returning.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

WELLS, FARGO & Co.,
New York, New York.

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No. 123.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
November 18, 1868.

SIR: The Postmaster General directs that the post office of Gilmer, Carter county, Wyoming Territory, shall be supplied with mails next to Fort Bridger, on the overland route No. 16,635 from the terminus of the Union Pacific railroad to the terminus of the Central Pacific railroad. You will forward mail accordingly.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER,
Salt Lake City, Utah Territory.

No. 124.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
November 18, 1868.

SIR: The Postmaster General directs that the post office of Gilmer, Carter county, Wyoming Territory, shall be supplied with mails next to Fort Bridger, on the overland route No. 16,635 from the terminus of the Union Pacific railroad to the terminus of the Central Pacific railroad. You will forward mails accordingly.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER, *Omaha, Nebraska.*

No. 125.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
November 18, 1868.

SIR: The Postmaster General directs that the post office of Gilmer, Carter county, Wyoming Territory, shall be supplied with mails next to Fort Bridger, on the overland route No. 16,635, from the terminus of the Union Pacific railroad to the terminus of the Central Pacific railroad. You will forward mails accordingly.

Respectfully,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

POSTMASTER,
Bryan, Carter county, Wyoming Territory.

No. 126.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 19, 1868.

SIR: The arrangement lately made by the department with Wells, Fargo & Co. for transporting the overland mail makes it very important

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that, upon the completion of every additional 25 miles or more of the Union Pacific railroad, the department should be promptly notified of such extension, and a suitable person nominated for postmaster at the terminus, so that the mails may be immediately placed upon the railroad and the stage service curtailed. You will therefore please request the proper officer of the railroad company to notify this office and nominate a postmaster, *by telegraph*, upon every such extension, that the necessary orders may be issued by the department.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

Hon. E. H. ROLLINS,
Ebbitt House, Washington, D. C.

No. 127.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 19, 1868.

SIR: The arrangement lately made by the department with Wells, Fargo & Co. for transporting the overland mail makes it very important that, upon the completion of every additional 25 miles or more of the Central Pacific railroad, the department should be promptly notified of such extension, and a suitable person nominated for postmaster at the terminus, so that the mails may be immediately placed upon the railroad and the stage service curtailed. You will therefore please request the proper officer of the railroad company to notify this office, and nominate a postmaster, *by telegraph*, upon every such extension, that the necessary orders may be issued by the department.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

C. P. HUNTINGTON, Esq.,
Vice-President Central Pacific Railroad Company,
54 William Street, New York, N. Y.

No. 128.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
November 20, 1868.

SIR: Your report for the month of October entitles you to commendation, on account of the fulness and particularity of the information it contains respecting the manner in which the mail service has been performed on the overland mail route by Wells, Fargo & Co. since the 1st of October.

The department approves the arrangements you have made to have the route agents at the end of the Union Pacific railroad telegraph to the postmaster at Salt Lake City, free of cost, the number and kind of sacks delivered to Wells, Fargo & Co. for delivery at Salt Lake City.

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With regard to the nomination of a suitable person to be appointed postmaster at the terminus of the Central Pacific railroad, a letter was addressed yesterday to Vice-President Huntingdon, whose answer it is desirable to receive before taking further action.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

JOHN W. CLAMPITT, Esq.,
Special Agent Post Office Department, Salt Lake City, Utah.

No. 129.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 20, 1868.

SIR: The arrangement lately made by the department with Wells, Fargo & Co., for transporting the overland mail, of which you will find a copy enclosed, makes it very important that this office should be promptly advised of every 25 mile extension of the Union Pacific and Central Pacific railroads. You are, therefore, instructed to notify the department, both by telegraph and letter, when the former road shall have been completed 25 miles west of Bryan, its present terminus, and you will make it your business to see that the mail service is extended as promptly as possible whenever, at any time, a section of 25 miles is completed.

Let it be your *special* duty to see that this matter is carefully watched and reported on until the two railroads are connected by rail.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

JOHN W. CLAMPITT, Esq.,
Special Agent Post Office Department,
Salt Lake City, Utah.

No. 130.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 20, 1868.

GENTLEMEN: Your attention is called to complaints made by the postmaster at Salt Lake City, in a letter of the 11th instant, a copy of which you will find herewith, respecting the accumulation and detention of mails at his office, instead of being carried west on the overland route, No. 16,635, immediately on their arrival from the east, and also respecting the injury and loss of mails resulting from the pouches being placed under the coach and dragged through streams and mud-holes.

You will find enclosed, also, an extract from a report just received from Special Agent J. W. Clampitt, presenting similar complaints.

These detentions and injuries to the mails, you are aware, furnish just cause for fines and deductions from your contract pay, which the department will not forbear to impose.

Respectfully, &c.,

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

WELLS, FARGO & CO.,
New York, N. Y.

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No. 131.

POST OFFICE SALT LAKE, UTAH TERRITORY,
November 11, 1868.

SIR: The paper mail for California, from the east, which had accumulated at this office from the 18th to the 30th ultimo, was on that day delivered to Wells, Fargo & Co., and by them forwarded to Austin, Nevada, by mule teams.

Since that time the mails from the east have been carried west as they arrived, until the 4th instant, from which date they have again accumulated, and are in weight about 10,000 pounds.

The mails so detained have been through paper mails for California.

The mails passing through this office from the east, since 1st October, have been very large, being through paper mail from the east to California, and the coaches have been, consequently, heavily loaded, and, in some cases, pouches have been put under the coach, subjecting the mails of necessity to loss, and also to injury from wet, in passing through streams and mud-holes.

On the 5th instant, a leather pouch, from the east, badly torn, was received, and since, letters corresponding in post-mark with those found in this sack were brought to this office. The mail of the 7th instant, from the east, was very wet; mail of the 9th instant, from the east, brought a brass lock leather pouch torn half across, and the contents had been very wet and frozen.

Respectfully,

A. W. STREET,
Postmaster.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 132.

Extracts from the report of Special Agent J. W. Clampitt, dated Salt Lake City, Utah Territory, November 2, 1868.

With regard to the mail service in my district during the present month and more, it grieves me exceedingly to state that it has not been of that character to warrant the approbation of the department.

The mails arriving from the east at this office (some of them) have been in such a condition as to render them unfit for further transportation. Many of the canvas sacks arrive here with large holes worn in them, occasioned by the action of the coach, they having been placed under the coach and on the reach. Much mail matter has been lost in this way, and portions of that remaining arrive in a damaged condition, from the action of the water soaked into them when in this exposed condition they are transported over streams of water.

In addition to the canvas sacks, there arrive at the Salt Lake office brass lock leather mail sacks ripped and torn, so that the mail is lost and strewn along the road. I have inspected several of them, one no later than this morning, and find them as reported by the postmaster at Salt Lake City. This destruction of mail sacks is occasioned by the sacks being placed under the coach and on the "reach," where every motion of the coach serves to wear them through. A large amount of mail, offi-

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cial and otherwise, has been picked up and deposited by unknown parties in an outer drop box of the Salt Lake office. Much of that lost will, doubtless, never be recovered. These sacks that have thus been destroyed are brass lock through sacks, containing mail from the departments at Washington, from Chicago office, and from the eastern and western States, for this point and points west of Salt Lake distributing post office. I much fear that mail transmitted myself from the department has been lost, as very singularly I have not, within a week past, received a communication from the department on official business.

In addition to this state of mail arriving at the Salt Lake office, there have been a large number of the sacks lost on the road between this point and the end of the Union Pacific railroad. Parties travelling on the road have picked up these sacks and left them at the nearest post office. Officers of the United States army travelling over the road have picked up these sacks. Captain McCartney, stationed at Fort Bridger, while travelling to this point in his buggy, found three sacks lying on the road, having been lost from the coach. These sacks have been lost from the fact that they have been insecurely tied to the "reach" of the coach, and when they crossed a gulch were jolted on the ground. * *

I presume that much of the above difficulty has originated from the failure of the contractor, Spaids, to fulfil his contract, and the withdrawal, on the 1st of October, of stock on the road by Wells, Fargo & Co. There is, evidently, as per reports from postmaster at Salt Lake City, not sufficient stock on the road to convey the mails as required by former contract. The contractors, therefore, in order to get the mail from end of railroad on same coach with passengers and express, are compelled to place a portion of the same under the coach and on the "reach" and "tongue." In this manner mails are lost from the coach, and sacks and pouches worn through and torn by action of coach over rough road.

No. 133.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 21, 1868.

GENTLEMEN: Referring to my letter of yesterday to you, respecting the detention and injury of mails on the overland route, I have to call your attention to an extract, herewith, from a letter of the 23d October, ultimo, addressed by Special Agent J. W. Clampitt to your general superintendent, James J. Tracy, complaining of the arrival at Salt Lake City of mails destined for China, and so tagged, in a condition that rendered their transportation unsafe. Also to a copy, enclosed, of a letter of the 17th instant from Special Agent D. B. Ball, reporting opposition on your part to the supply of United States post offices on your route because you "charge 12½ cents" for letters.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

WELLS, FARGO & CO., *New York, N. Y.*

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No. 134.

Extract from a letter of the 23d October, 1868, addressed by Special Agent J. W. Clampitt to James J. Tracy, general superintendent, Wells, Fargo & Co.

I would direct earnestly your attention to the fact that sacks are arriving at this office in a condition that renders the transportation of the mail matter contained therein unsafe. There are now at the Salt Lake office mails destined for China, *and so tagged*, in this condition.

No. 135.

OMAHA, NEBRASKA, *November* 24, 1868.

SIR: Your letter of the 17th instant is received.

Mr. Snyder, superintendent of the Union Pacific railroad, has just returned from the west end of the road, and informs me that the company, though disposed to do all they can to accommodate the department, cannot at present take the mail west of Bryan, as the road there is not open, and is only used to carry material for the extension of the road.

I proposed that if he would take the mail that we would use a box car and run on the construction train, but he says that they have not the cars to spare, or the power to draw them.

He informs me that an extension will be made as soon as they close for the winter. I think that the department may rely on the train moving up to Bear river, 83 miles, about the 1st of January, or some time during that month. I will give it close attention, and do what I can to get an early extension, and report to the department as soon as it can be made.

Most respectfully, &c.,

D. B. BALL,
Special Agent Post Office Department.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 136.

OMAHA, NEBRASKA, *November* 24, 1868.

SIR: Please find enclosed register of arrivals and departures of mails at the terminal towns since service was ordered west of Laramie City up to the time (November 1) that it was extended to Bryan, its present terminus.

I send this on the account of the post office at Point of Rocks not being opened when that was the terminal point, and the Benton office being since closed.

Service was performed to Laramie City up to August 10, and will probably be reported from that office, and since November 1 service has been performed to Bryan.

Bryan is within one-fourth of a mile of the old stage station of Lone Tree, marked on the enclosed card of Wells, Fargo & Co. Distance by stage road, Bryan to Bridger, 51 miles; Bridger to Bear river, (Gilmer

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post office,) 32 miles; Bear river to Salt Lake, 92 miles; Bryan to Salt Lake, 175 miles. By rail the distance will be somewhat less. I have been detained at Omaha for one week in attendance before the grand jury and the United States court on the case of the postmaster at Lincoln.

This case has now been put over to the adjourned term of said court, and I leave to-night for Bryan and Bear river (Gilmer post office) to investigate mail depredations on the overland and look after the transfer at Bryan, &c.

Most respectfully, yours,

D. B. BALL,
Special Agent Post Office Department.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General.

No. 137.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 24, 1868.

SIR: I enclose a copy of a letter addressed by this office, on the 19th instant, to C. P. Huntingdon, vice-president of Central Pacific Railroad Company, requesting that the department be informed of the extension of the road, and that suitable persons be nominated as postmasters at the points to which it may from time to time be extended.

No reply to the department's letter having been received, nor any official information given of a recent extension of the road reported in the newspapers to a point called Argenta, you are requested to call on Mr. Huntingdon and endeavor to obtain and communicate to this office the desired information.

Respectfully, &c.,

GEO. W. MCLELLAN,
Second Assistant Postmaster General.

JAMES KELLY, Esq.,
Postmaster, New York, N. Y.

No. 138.

OFFICE OF WELLS, FARGO & CO., STAGE DEPARTMENT,
New York, November 27, 1868.

SIR: Yours of November 20th, covering extracts from letter of the postmaster at Salt Lake, and from report of Special Agent J. W. Clampitt, esq., was received by due course of mail.

You will doubtless remember that no permanent arrangement was made by the department with our company for the transportation of the overland mails until the 22d of October; that up to that time, at the request of the department, we were transporting the mails from day to day without any certainty on our part that a permanent contract would be made with us. This state of uncertainty prevented us from having the requisite amount of stock and coaches placed upon the line to enable us to keep the road clear of mails, which had increased about five times in weight and bulk up to about October 15.

However, when finally the matter was definitely settled that we were

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to carry the mails, it took us some few days to put the necessary equipment on; during this time the paper mail accumulated. Our instructions to our agents were, first, to send the letter mails forward with all speed, then to move the paper mails as fast as possible; this was done, but in doing it our men, in their anxiety to clear the road of the accumulated and accumulating matter, overloaded our coaches, and as a matter of course the mails were not transported in as good a shape as they would otherwise have been. In addition to this, we have been and are now laboring under serious difficulties, caused by the detention of mails on the Union Pacific railroad. Frequently two and three days' mails are delivered to us at the end of the railroad in one day. This necessarily produces an accumulation of mail which we cannot at once dispose of; for we cannot be expected to keep on hand an extra amount of stock to meet these emergencies, while for two or three trips we are compelled to run empty. We have ample stock on the line to move all mails that are delivered to us regularly. I might here state that the mail delivered to us is not in proper shape for safe transportation by coach; the paper matter is put in jute sacks, which the department well know is not strong enough to make the trip, as the slightest dampness or chafing destroys them. Then, too, it is the habit of postmasters, to a great extent, to send off their oldest and rottenest leather sacks, in order that they may be rid of them; many of these are so worn that they are not fit or safe to stand the coach journey. If good *strong leather* sacks are used altogether for both paper and letter matter the department will hear of no wet or damaged matter in our charge. It is our intention to live up *fully* to our contract, and we mean that our agents shall do so also; and to give the department some idea of the closeness with which we follow up this matter, I enclose you copies of instructions issued and constantly kept before our agents. The department may rest assured that no expense or care on our part shall be lacking that will tend to expedite the safe and prompt transportation of the overland mails.

Yours, truly,

GEO. K. OTIS,
Secretary of Wells, Fargo & Co.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 139.

Copies of instructions given to Agents Wells, Fargo & Co.

November 14.—To James I. Tracy: "Are your mails accumulating at any point? They must not."

November 16.—To James I. Tracy: "Why does your mail accumulate? The mail must not be crowded out by passengers or express."

November 16.—Letter to the same, includes copy of above telegram, and adds: "The mails must be first thought of, and then if you can carry passengers, so much the better; but the mail must go. You must not allow anything to accumulate on your hands."

November 21.—Telegram to same: "Postmasters at Salt Lake and Clampitt report to the department a large accumulation of mail at Salt Lake and other places. That mail arrives wet; many sacks torn; many lost on route. The mail must be carried to the satisfaction of postmas-

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ter at Salt Lake and Clampitt. You must carry mail promptly and in good condition if it crowds everything else out."

November 21.—To W. H. Cotrill, mentions the complaints made, and says the matter "must be remedied at once. Employ good men at all points. The mails must go forward promptly and in good order."

November 21.—Letter to James I. Tracy: "The charges" above referred to "are serious, and if true, a disgrace to every man who has anything to do with the management of our lines. Nothing of the kind must occur again. The mail must be carried promptly and safely even if they crowd out everything else. Wells, Fargo & Co. mean to do all they have contracted to do, and to carry the mails without delay or damage. If the railroad delay mails for two or three days, and then turn over to us the whole amount, we cannot be expected to carry it all at once. If mails are delivered to us regularly every day at the railroad, those mails must and shall be carried forward promptly.

"When accumulation of mails occur at any point, through delays on the railroad, do not allow them to grow, but pick them up as soon as possible. An extra coach occasionally may be needed in such cases, but never let more than one load accumulate. Mails must be our first thought, and if necessary displace everything else. Bearing this in mind, you had better place extra teams at proper points, so that when necessary extras may be run."

November 24.—Letter to agent at Bryan city, (end of railroad): "Whenever the railroad fails to deliver to you the regular daily mail, and also whenever they deliver two or three days' mail at once, as has been done of late, you must report at once to us by telegraph, stating weight of mail received, whenever it is for more than one day. When the railroad delivers the mail for two or three days at once, it is evident that we cannot take that accumulated mail and carry it forward without delay, which we could do if we received it regularly every day. We hear now of accumulation of mail at various points, and cannot tell, without such reports as we wish from you, how far it is our fault, or how much of the blame belongs to the railroad company."

November 24.—Telegram to J. I. Tracy: "New complaints from department that bags of China mail reach Salt Lake wet, torn, and contents damaged; on no account must this happen again."

November 24.—Letter to J. I. Tracy: "We would call your attention to our letter, November 21, and emphacise every point in it."

Referring back to the time we assumed the carrying of the mails, we telegraphed October 21: "Use all means to have the mails forwarded promptly."

October 23.—There must be no delay in forwarding the mails. If we cannot carry all with two dailies we must put on a third."

October 26.—"The mail must not accumulate."

No. 140.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 30, 1868.

GENTLEMEN: I acknowledge your favor of the 27th instant, enclosing copies of instructions to your agents, dated October 21, 23, and 26, and November 14, 16, 21, and 24, to use means to forward mails promptly on the overland route, and attributing your failure to place the requisite

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amount of stock and coaches on the route, complained of in the communications from the postmaster at Salt Lake City and Special Agent Clampitt, brought to your notice in my letters of the 20th and 21st instant, to the uncertainty on your part that a permanent contract would be made with you until the 22d of October.

It is well remembered that at the meeting of your directors and others at the Astor House, in New York, on the 22d October last, your company claimed it was carrying all the mails, and had been doing so since October 1, under a verbal arrangement with the Postmaster General, upon terms to be afterward agreed upon. The question then arose as to whether the contract to be entered into should date from the commencement of the quarter or a later period. Upon the statement of your Mr. Otis, that all the mails had been conveyed from the first, that your road was well stocked, and had performed all the service required, it was agreed that the compensation of $1,750,000 should commence from the expiration of the old contract. Now, if the facts are as stated in your communication of the 27th instant, (which the department does not doubt,) your pay will be based upon the work you have performed and the manner in which you have performed it; deductions will be made for each and every day's failure to carry all the mails; and fines will be imposed for not properly protecting mail matter. It is to be regretted that, with all the care you have used to instruct your agents, they should be so unmindful of your orders, and that they were not more seasonably given.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

WELLS, FARGO & CO.,
New York, N. Y.

No. 141.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 30, 1868.

SIR: Wells, Fargo & Co., contractors for the transportation of the mails between the termini of the Union Pacific and Central Pacific railroads, complain to the department, under date of the 27th instant, that they labor under serious difficulties caused by the detention of mails on the Union Pacific railroad; that frequently two and three days' mails are delivered to them at the end of the railroad in one day, which they cannot at once dispose of without keeping on hand an extra amount of stock to meet such an emergency, after being compelled for two or three trips to run empty.

You are instructed to investigate this subject thoroughly, and use every means possible to insure the prompt and regular transmission of the mails on the railroad. The result of your investigation and your action you will report to this office by letter.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

D. B. BALL, Esq.,
Special Agent Post Office Department, Omaha, Nebraska.

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No. 142.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 30, 1868.

SIR: Wells, Fargo & Co., contractors for the transportation of the mails bewteen the termini of the Union Pacific and Central Pacific Railroads, complain to the department, under date of the 27th instant, that they labor under serious difficulties, caused by the detention of mails on the Union Pacific railroad; that frequently two and three days' mails are delivered to them at the end of the railroad in one day, which they cannot at once dispose of without keeping on hand an extra amount of stock to meet such an emergency, after being compelled for two or three trips to run empty.

Your attention is earnestly invited to this subject, with the hope that you will use every means possible to insure the prompt and regular transmission of the mails on the railroad.

Please acknowledge the receipt of this letter.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

OLIVER AMES, Esq.,
President Union Pacific Railroad Co., Easton, Mass.

No. 143.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 27, 1868.

SIR: The department, having made an arrangement with Wells, Fargo & Co. for the transportation of the overland mail between the termini of the Union Pacific and Central Pacific railroads, with the understanding that their compensation shall be reduced *pro rata* for every 50 miles of railroad completed and reported to the department ready to carry the mails, I wrote you on the 19th instant, urging the importance of notifying the department promptly of the completion of every additional 25 miles or more of the Union Pacific railroad, and nominating a suitable person for postmaster at the terminus, so that the mails might be immediately placed upon the railroad and the stage service curtailed. The department is yet without official notice of any extension of the railroad beyond Bryan, 857 miles west of Omaha, to which point it was in operation on the 1st instant.

The object of this communication is to inquire whether the road is extended beyond Bryan and if so, why the mail is not conveyed to its terminus and the necessary notification furnished to the department.

The consequences of persistent neglect on the part of the railroad company to respond to the department's reasonable request will be deemed by the Postmaster General to be of sufficient importance to justify him in calling the attention of Congress to the subject.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

Hon. E. H. ROLLINS,
Agent Union Pacific Railroad Company,
Ebbit House, Washington D. C.

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No. 144.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, November 27, 1868.

SIR: The department, having made an arrangement with Wells, Fargo & Co. for the transportation of the overland mail between the termini of the Union Pacific and Central Pacific railroads, with the understanding that their compensation shall be reduced *pro rata* for every 50 miles of railroad completed and reported to the department ready to carry the mails, I wrote the Hon. E. H. Rollins, agent of the Union Pacific Railroad Company, on the 19th instant, urging the importance of notifying the department promptly of the completion of every additional 25 miles or more of that road, and nominating a suitable person for postmaster at the terminus, so that the mails might be immediately placed upon the railroad and the stage service curtailed. The department is yet without official notice of any extension of the railroad beyond Bryan, 557 miles west of Omaha, to which point it was in operation on the 1st instant.

The object of this communication is to inquire whether the road is extended beyond Bryan and if so, why the mail is not conveyed to its terminus and the necessary notification furnished the department.

The consequences of persistent neglect on the part of the railroad company to respond to the department's reasonable request will be deemed by the Postmaster General to be of sufficient importance to justify him in calling the attention of Congress to the subject.

Respectfully, &c.,

GEO. W. McLELLAN,
Second Assistant Postmaster General.

Hon. OLIVER AMES,
President Union Pacific Railroad Company, Easton, Mass.

No. 145.

POST OFFICE, NEW YORK,
November 27, 1868.

SIR: In answer to your letter of the 24th instant, enclosing copy of your letter to C. P. Huntingdon, vice-president of the Central Pacific railroad, requesting us to call upon Mr. Huntingdon and obtain information as regards the extension of the road to a point called "Argenta," I beg leave to state that Mr. Huntingdon sent by mail the communication from the department to the president of the Central Pacific railroad in California, he being the only competent authority for the desired information. Mr. Huntingdon will telegraph to-day for the president to answer by telegraph the department.

I have the honor to be, very respectfully, your obedient servant,

JNO. W. NORTON,
Assistant Postmaster.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

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No. 146.

UNION PACIFIC RAILROAD COMPANY,
20 *Nassau street, New York, December* 2, 1868.

DEAR SIR: Your letter of November 27 is received. This company's road has not been open for business west of Bryan. As soon as a station is established west of Bryan the department will be promptly notified and a suitable person nominated for postmaster.

Respectfully,

OLIVER AMES, *President.*

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

No. 147.

[Telegram.—Dated Salt Lake, December 2, 1868.–Received at Washington December 2, 1868.]

To G. W. MCLELLAN, *Second Assistant Postmaster General:*

Union Pacific railroad completed 90 miles west of Bryan, of which 60 miles is accepted by the commissioners. Total accepted 920 miles.

Durant is now in New York. He should order up the mail service. More by letter.

JNO. W. CLAMPITT,
Special Agent Post Office Department.

No. 148.

OMAHA, NEBRASKA, *December* 2, 1868.

SIR: I have just returned from a trip west as far as Bear river, (Gilmer post office,) 92 miles east of Salt Lake City, and would respectfully report that the facilities of Wells, Fargo & Co. for the transportation of the mail from Bryan to Salt Lake are utterly inadequate for the service. Only two four-horse hacks are provided for the conveyance of mail, express, and passengers.

I learned from a reliable source that from the time the trains first carried the mail to and from Bryan (October 25) to November 28, a quantity had always been piled in front of Wells, Fargo & Co'.s office at that place, (Bryan.)

On the 27th of November I saw at their office at Bryan the passengers and some ten hundred of express loaded, and some thirty hundred pounds of paper mail left over, and not sent that day; and on November 30 I saw several brass lock pouches lying in front of their office that had lain over. This mail lies on the street (letter and paper) day after day and week after week, both day and night, entirely unprotected, and this in a country where plunder and robbery are of usual occurrence. How much was stolen there is not known. On November 15 some six thousand pounds of paper mail lay piled in an open stock yard at head of Echo Cañon, about 70 miles this side of Salt Lake City. This mail was unloaded from a mail train on or about November 12. When sent out I have not yet learned.

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I would further report that very little care is taken of mail while in transit; that it is hung under the hack, placed in between the body and running work. Letter mail in rear boot, &c. This will be seen by the following list of pouches which have been picked up:

October 27. J. Faranger picked up one brass lock pouch; destination not noticed; found west of Berris Ranch, and delivered to James Gilchrist, agent Wells, Fargo.& Co., at Bridger.

October 28. One canvas sack brought to station at Bridger; found in creek near by; papers opened and read at station.

October 31. One brass lock pouch for Sacramento, picked up by George Childs; delivered to postmaster at Bridger.

November 16. One brass lock pouch found west of Kentless, by Thomas Bennett.

November 16. One brass lock pouch for San Francisco, near Hooper's Ranch; dated New York, November 9th.

November 17. One canvas pouch for Portland, Oregon; brought to Gilmer; sack destroyed; contents placed in grain sack and forwarded to Salt Lake.

November 19. One iron lock pouch brought to Gilmer post office. Three other brass lock pouches brought to Gilmer during the month of November, picked up at different times and forwarded to destination. Several others have been brought in to different offices and stations, of which I have not the particulars; and how many more have been cut open, rifled, and concealed, we cannot tell, as although an accurate record is kept of all mail each way, yet no one day's mail west goes through direct by itself, but is mixed with others at times, several tons being accumulated at Bryan.

I hope, however, in a few days to be able to give the account from the time mail was resumed after the stoppage, October 12, to some day when the back mails are all sent forward from Bryan.

One brass lock pouch which left New York November 2, and Bryan November 9 or 10, for San Francisco, was, as near as I can make out, lashed to the running gear of the hack, and one end becoming loose was dragged in that condition until the pouch was burst open and the contents scattered along the route; a few of the letters were picked up and were turned into the post office at Salt Lake, and many others were picked up by travellers, but were nearly all rifled before they reached any post office or any agent of the department. I have a portion of them and Mr. Clampitt another portion of them.

There are strong indications that agents of Wells, Fargo & Co., or their employés, had a hand in rifling these letters, but I have been unable so far to get sufficient proof to warrant an arrest.

On or about October 10 a brass lock pouch was found east of and near Green river cut open, but the few letters left in the pouch were not rifled. This pouch was addressed to New York, and was turned into the post office at Green river and forwarded in canvas sack, sealed.

In regard to cases No. 13,058, 13,684, and 13,685, but little information can be obtained, as the people in that part of the country all or nearly all emigrated and cannot be found. All that can be done in this class of cases that I can see is to take such steps as will prevent a recurrence. For that purpose I would suggest that such steps be taken with Wells, Fargo & Co. as will insure sufficient means of transportation between the two roads, and further, that as soon as another extension is made on the Union Pacific railroad that route agents be run through to Salt Lake City on the coaches, provided that this can be done without extra expense for transportation.

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I am in hopes that in a few weeks mail can be carried on the train of the Union Pacific railroad to within 80 miles (possibly 50) of Salt Lake City, and, with a chain of agents through to Salt Lake to see that the mail is not lost or stolen, I think greater security can be obtained than has been in the past.

Most respectfully submitted.

D. B. BALL,
Special Agent Post Office Department.

Hon. GEORGE W. McLELLAN,
Second Assistant Postmaster General.

No. 149.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, December 3, 1868.

SIR: The department is notified by a special agent that the Union Pacific railroad is completed 90 miles west of Bryan, and that 60 miles of this extension have been accepted by the commissioners.

The arrangement with Wells Fargo & Co. for the transportation of the overland mail between the termini of the Union Pacific and Central Pacific railroads, making provision for a reduction of their pay *pro rata* for every 50 miles of railroad completed and reported to the department ready to carry the mails, the department begs leave respectfully to urge that the necessary arrangements for transporting the mails on the extended part of the Union Pacific railroad be made with the least practicable delay. An early answer is respectfully requested.

Your obedient servant,

GEORGE W. McLELLAN,
Second Assistant Postmaster General.

THOMAS C. DURANT, Esq.,
Vice-President and General Manager,
Union Pacific Railroad, Washington, D. C.

No. 150.

WASHINGTON, *December* 5, 1868.

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant, in relation to the transportation of the mails over the Union Pacific railroad.

Having been absent from New York during the past few days, I am not advised as to the present condition of the road west of Bryan.

I will embrace the earliest opportunity, on my return to New York this evening, to answer you more fully.

Very respectfully, your obedient servant,

THOS. C. DURANT,
Vice-President Union Pacific Railroad Company.

Hon. GEO. W. McLELLAN,
Second Assistant Postmaster General, Washington, D. C.

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No. 151.

POST OFFICE, NEW YORK, *December* 5, 1868.

SIR: In compliance with your instructions I beg to herewith transmit a statement of the amount of mail matter sent overland from this office during the month of November.

	Locks.	Canvas.	Weight, in pounds.
San Francisco	64	403	29,782
Sacramento	56	172	9,918
Salt Lake City	85	90	8,348
Denver City	55	19	2,541
Portland, Oregon	.....	79	4,311
Total	260	763	54,900

I have the honor to be, very respectfully, your obedient servant,

JOHN W. NORTON,
Assistant Postmaster.

Hon. GEO. W. MCLELLAN,
Second Assistant Postmaster General, Washington, D. C.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 15.

UNION PACIFIC RAILROAD.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

IN ANSWER TO

A resolution of the House of the 13th instant, transmitting copies of papers in relation to the Union Pacific railroad.

DECEMBER 18, 1868.—Referred to the Committee on the Union Pacific Railroad and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., December 18, 1868.

SIR: Pursuant to the resolution adopted by the House of Representatives on the 15th instant, in relation to certain reports made on the Union Pacific railroad, I have the honor to transmit the accompanying papers.

No. 1. A copy of the report of the special commissioners, Governor K. Warren, Jacob Blickensderfer, jr., and James Barnes, bearing date the 23d ultimo.

No. 2. A report of Jesse L. Williams, government director, bearing date August 15, 1868.

No. 3. A report of Mr. Williams, bearing date the 14th ultimo.

No. 4. A letter from Mr. Williams, bearing date the 10th instant.

The last paper is not specifically called for by the resolution, but with a view to guard against a possible misapprehension of the views and statements contained in his preceding report, Mr. Williams has requested that it should be regarded in the nature of a supplemental report. Justice to him as well as the railroad company seems to justify its transmission to the House of Representatives.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING,
Secretary.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

No. 1.

OMAHA, NEBRASKA, *November* 23, 1868.

SIR: The special commission appointed by your letter of instructions, dated October 9, to examine and report upon the Union Pacific rail-

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road, the Union Pacific railway, eastern division, and the Sioux City Pacific railway, submit the following report of their examination of the Union Pacific railroad, which those instructions directed us to examine and report upon, before examining the others.

The instructions divide this line into three parts, as follows:

First. The portion of the road from Omaha to the "end of the track." On this portion we were directed to make a "personal examination," so as to "fully report" upon its location, construction, equipment, &c., and the amount of expenditure required to render it "equal to a fully completed first-class railroad."

Second. The interval between the "end of the track and the Weber cañon," concerning which we were required to report "the most direct, central and practicable location."

Third. The interval between the Weber cañon and the "head of Great Salt lake," concerning which we were required to report the "most direct, central, and practicable location" for the road, and "the estimated cost of its construction and full equipment."

The commission was directed to meet at Omaha on the 17th of October, proceed to the west end of the track, and make a personal examination of the road eastward. Owing to the different parts of the country in which the instructions reached the different members of the commissions, (one of them being at the time west of the Great Salt lake,) economy of time required us to meet first at the west end of the track, instead of at Omaha, and owing to unavoidable delays our meeting did not take place till the 29th of October. Although the instructions called for a personal examination of only the part between the end of the track and Omaha, yet one of the members having been employed on the location, was familiar with the whole line, and another of the members examined the portion from the end of the track to the mouth of Weber cañon.

The examination eastward, from the end of the track, was made with a special train, which moved at such rates of speed as we directed, and stopped at all places it was necessary to examine. This examination occupied from October 29 to November 5, inclusive. We were accompanied by the chief engineer of the road, and part of the time by the vice-president and superintendent.

The questions in reference to the most direct, central, and practicable location of the different parts of the line are best answered by considering the whole line at the same time, because the location in each portion is dependent upon the practicability of getting through the contiguous portions. We shall, therefore, report upon the general location as a whole, from Omaha to the "head of the Great Salt lake."

Our report is then divided as follows:

I. A general review of the natural features of the line from Omaha to the head of the Great Salt lake, with regard to the most direct, central, and practicable location.

II. A review of the road and telegraph line, as constructed between Omaha and the west end of the track, with estimates of the additional outlay required to complete its construction and full equipment.

III. An estimate of cost of constructing and fully equipping the road from Weber cañon to the head of the Greaf Salt lake.

A table of distances between stations on the part of the road now constructed, and between important points on the location beyond, is attached to the first part of the report. It would be desirable to have a small general map and profile also, but time is too pressing to admit of their preparation.

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I.—A GENERAL REVIEW OF THE NATURAL FEATURES OF THE LINE FROM OMAHA TO THE HEAD OF THE GREAT SALT LAKE, WITH REGARD TO THE MOST DIRECT, CENTRAL AND PRACTICABLE LOCATION.

The starting point of the Union Pacific railroad having been fixed at Omaha, the best route for reaching the valley of the Platte river became the first consideration. The most direct line was first adopted, but it involved grades of 80 feet to the mile, and the government authorized a change of the location, allowing a detour to be made southward, increasing the distance nine miles, on condition that the grades should not exceed 30 feet per mile. This condition, although not fulfilled, is about to be.

The line having entered the valley of the Platte, there was no choice of location to be considered till the forks are reached. Here it had to be decided by which pass the Black Hills were to be crossed and how the line was to be continued thence westward, before determining which of the forks of the Platte should be followed.

The north fork of the Platte cuts entirely through the Black Hills, and the ascent to the water shed of the continent, at the South Pass, is continuous along this stream and the Sweetwater branch of it. Impracticable cañons in the mountain portions, however, render it difficult to follow up this water-course, and a detour is required in one instance, which passes over a summit, stated to be as high as that in the Black Hills, over which the railroad is now built. There are, also, numerous streams from the Laramie mountains following into the North Platte, that would require expensive railroad crossings. Snows, too, are reported much worse on the Sweetwater river than to the south of it. In addition to these things the route leads considerably to the north of the direct line to San Francisco, and no good practicable line was found for continuing from the South Pass directly west to the Humboldt river valley. From the South Pass the location had to be made southwestward to Black's fork of Green river. This fork was also a controlling feature in the other lines which are to be considered.

The Laramie river, a branch of the North Platte, also cuts through the Black Hills, but the passage is impracticable for a railroad on account of its being too narrow and crooked and the sides too nearly vertical.

The railroad was therefore not continued up the north fork of the Platte.

A practicable line for the railroad was found along the south fork of the Platte; leaving this fork at the mouth of Lodge Pole creek and following up this branch to a place now called Egbert station, crossing thence over a low ridge to Crow creek and taking up a ridge between two branches of this latter stream to Evans's Pass in the Black Hills. From this pass the line descends to the Laramie plains. A more direct route for reaching the Laramie plains would be had by following up Lodge Pole creek to Stansbury's Pass, but this pass is 249 feet higher than Evans's Pass, and the ascent from the valley of the stream is much more abrupt and difficult.

By continuing up the South Platte above Lodge Pole creek, and until the Cache la Poudre creek is reached, and following up this creek to the Antelope Pass, a practicable railroad route is also found for crossing the Black Hills. The Antelope Pass is about 361 feet lower than Evans's Pass, but the detour required to reach it makes the distance about 35 miles greater, and the same point is finally reached in the Laramie plains.

In following up the south fork, beyond the mouth of Cache la Poudre creek, no practicable route is found for continuing the line westward.

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The line by Evans's Pass was adopted, and it may be noted that here the plains reach their greatest elevation and the Black Hills nearly their lowest depression. Both north and south the mountains are higher and the plains at their base lower than on this line. This summit on the Black Hills is the highest point on the line and is passed at an elevation of 8,235 feet, with grades of 80 feet, ascending from Crow creek, and 90 feet descending to Laramie plains.

The surveys made west of the point now reached showed that it was impracticable to continue the line westward, except by turning the northern end of the Medicine Bow mountains, and as this requires a sudden change of direction northward from that previously pursued, the propriety of it is best understood by considering here the controlling points of the general location of the rest of the line, so as to connect it with the California Central Pacific railroad.

Ample surveys and examinations made by the government, and by both the Central and Union Pacific Railroad Companies, show that the valley of the Humboldt river is a controlling feature of the direct central route to San Francisco. A line from the sources of the Humboldt river eastward by the north end of Great Salt lake is more direct, and passes through a country, superior in many respects to that through which a line must be located, leading to the south end of this lake, and consequently the line by the north end is the best, if the best location for the line through the Wahsatch mountains permits it.

The surveys made through the Wahsatch mountains show that it is impracticable to pass them south of the Mintah range. The Timpanagos river gives a practicable route which comes out east of the Wahsatch mountains in the valley of Black's Fork of Green river. But this route, besides making a great detour to the south, is less favorable in respect to grades than the route by the Weber river. The route by the Weber river leaves Great Salt lake about midway between its northern and southern extremities, and also comes out on Black's Fork on the east. Another route by the way of Bear river, crossing the rim of the Great Salt lake basin at the head of Ham's Fork of Black's Fork, is about as direct as that by the Weber river, but is more objectionable on account of the obstacles in crossing the "rim of the basin," and in passing through the cañon by which Bear river enters Great Salt lake at its northern end, in the bay east of Promontory Point. The best routes for passing the Wahsatch mountains make the route by the northern end of Great Salt lake the best for connecting with the line in the Humboldt valley.

Now, the position of Black's fork (a controlling feature in the passage of the Wahsatch mountains) is nearly west from the north end of the Medicine Bow mountains, so that the turning of this range, by going northward from the point already reached on the Laramie plains, is taking a course leading towards the direct line, and the examination of this direct line, westward from the north end of the Medicine Bow mountains, showed it to be practicable. The general description of the location of the road west from the Laramie plains will now be resumed.

The road follows down the Laramie river in a northwest direction, leaving it at an elevation 7,015 feet, having descended 1,220 feet since leaving Evans's Pass. A devious line now carries the road into the valley of Rock creek, a tributary of the Medicine Bow river. The summit between Laramie river and Rock creek is 7,169 feet, and is passed with maximum grades of 32 feet per mile.

The railroad keeps near Rock creek till its junction with the Medicine Bow river, crossing a spur in one place, thereby gaining and losing an elevation of 125 feet, but with grades not exceeding 25 feet per mile.

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The road here is very nearly on the straight line joining Omaha and the head of Great Salt lake, having been south of it since crossing Loup fork.

The road crosses the Medicine Bow river at elevation 6,549, and leaves it so as to take the best route across the Rattlesnake Hills. These hills form a continuous ridge from the Medicine Bow mountains to the Seminol mountains, except where cut through by the cañon of the North Platte. It was practicable to follow down the Medicine Bow river to the Platte, and cross the Rattlesnake Hills west of the latter river, but the hills here were harder to get over, and the route west was very deficient in water. The road from the Medicine Bow river ascends nearly continuously over a sandy country, with no well defined valley, reaching Brown's summit, in the Rattlesnake Hills, at elevation 7,125 feet. This summit is passed with a maximum grade of 66 feet per mile. The road descends in the valley of Mary's creek, which is followed to its junction with the North Platte.

Crossing the Platte at elevation 6,477 feet, and pursuing a course generally very direct, the road begins again to ascend, and continues to do so with some slight descents till we reach another considerable summit at an elevation of 6,907 feet, which is passed with maximum grades of 45 feet per mile.

The road now enters a basin which has no outer drainage, descends to elevation 6,655, and, continuing very direct, passes out of this basin at Dodge's summit, (elevation 7,100 feet.) Maximum grades on this summit 60 feet per mile. The road next crosses Red Desert basin, descending to elevation 6,659, and reaches the next summit at elevation 6,991, which is passed with maximum grades of 53 feet per mile.

The road now descends the valley of Bitter creek, with moderate grades. There are some undulations, and at one place, for a short distance, the grade is 90 feet per mile, but it is designed to reduce this to 53 feet per mile.

The road crosses Green river, just above the mouth of Bitter creek, at elevation 6,078. Green river is followed up a few miles, and the road then goes westward across a ridge 6,400 feet elevation, and descends to the margin of Black's Fork at elevation 6,154 feet. This last summit is passed with a maximum grade of 61 feet to the mile.

The road now ascends Black's Fork, with undulating grades, whose maximum is 53 feet per mile, to the junction of the Muddy Fork, and at the time of our examination, October 30, this was "the end of the track."

The roadway was then mostly graded from this point to the Great Salt lake, and there can be no question that it is on the most direct and practicable location.

The location is continued up the Muddy Fork to the rim of the Great Salt lake basin, reaching it at an elevation 7,460 feet. The maximum grades in passing this summit are to be 61 feet per mile. The line descends along Sulpur creek to Bear river, follows down this to an elevation 6,677 feet, and then turning up Yellow creek reaches Reed's summit, with easy grades, at an elevation of 6,806 feet.

The descent into Echo cañon is made with maximum grades of 90 feet per mile. The line follows down Echo cañon to the Weber river, and continues down this to the valley of Great Salt lake, coming out of the Wahsatch mountains, at the lower end of the Weber cañon, at an elevation of 4,570 feet, and with a maximum grade of 90 feet per mile.

The most direct, central, and practicable continuation of the line from the mouth of the Weber cañon to the head of Great Salt lake, is to deflect to the northward, pass around Bear River bay, and turning westward cross Bear river near its mouth, and Promontory range through a

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low pass, from which, by a slight detour northward around another arm of the lake, Monument Point is reached, and thence in a few miles the head of the lake. This is the route finally adopted by the Union Pacific Railroad Company, as well as by the Central Pacific Railroad Company, and is the one on which the line of the former named company was eventually located. It affords a line nearly level, except in crossing Promontory range. This is passed with grades ascending westward of 80 feet per mile, starting at an elevation of about 4,300 feet, and reaching a summit of 4,961 feet, from which descending grades of 53 feet per mile again bring the location down to the elevation of 4,315 feet at the head of the lake.

In the valleys of the streams from Omaha west, throughout the line, to the head of Great Salt lake, the grades are low, and in the preceding summary they have not been specially noted.

Care was generally taken in the location to hold all the elevation gained at any place in approaching a summit, and so to adjust the grades as to enable the road to be properly divided into working divisions. Very little ascent and descent in the whole line has been used up, except in passing summits that it was impracticable to avoid. The elevation at Omaha is 946 feet, at the head of Great Salt lake 4,315 feet. The sum of the ascents going west is 12,995 feet, and the consequent sum of the descents 9,626 feet.

The deviations of the route from the straight line are as follows:

	Miles.
Straight line from Omaha to head of Salt lake	885
Line of railroad from Omaha to head of Salt lake	—
Straight line from Omaha to Cheyenne	475
Railroad from Omaha to Cheyenne	516
Straight line from Cheyenne to Green river	250
Railroad from Cheyenne to Green river	250
Straight line from Green river to head of Salt lake	166
Railroad from Green river to head of Salt lake	274

All of the railroad line between Omaha and the head of Salt lake is south of the straight line, except the part from Omaha to Loup Fork, 90 miles, and from Medicine Bow river to North Platte, (river,) 40 miles: altogether, 130 miles.

The points which are at the greatest distance south of the straight line are, first, in the Platte valley, west of Fort Kearney, where the road is 40 miles south; second, in the Black Hills, near Dale creek, where it is about 50 miles south, and again at the head of the Muddy Fork, on the "rim" of the Salt Lake basin, where it is about 45 miles south. The entire location is between the 41st and 42d parallels, except 120 miles in the bend of the Platte, which lies between the 40th and 41st parallels.

CONCLUSION.

The foregoing shows that the location of the Union Pacific railroad is in accordance with the law, as a whole and in its different parts, the most direct, central and practicable that could be found between Omaha and the head of Great Salt lake. This answer covers all the questions in regard to general location propounded in our instructions.

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Stations and distances on Union Pacific railroad.

Names of stations.	Miles. Interval.	Miles. Totals.	Remarks.
Omaha			Missouri river.
Summit Siding	4.2	4.2	
Papillion	8.1	12.3	Papillion creek.
Elkhorn	16.6	38.9	Elkhorn river.
Valley	7.3	35.2	Platte river.
Frémont	11.3	46.5	Do.
North Bend	15.0	61.5	Do.
Shell Creek	14.4	75.9	Do.
Columbus	15.8	91.7	Do.
Jackson	7.6	99.3	Do.
Silver Creek	10.1	109.4	Do.
Clark	11.3	120.7	Do.
Lone Tree	11.2	131.9	Do.
Chapman	10.4	142.3	Do.
Grand Island	11.5	153.8	Do.
Pawnee	7.7	161.5	Do.
Wood River	10.6	172.1	Do.
Gibbon	10.8	182.9	Do.
Kearney	8.4	191.3	Do.
Stevenson	9.9	201.2	Do.
Elm Creek	10.3	211.5	Do.
Overton	9.0	220.5	Do.
Plum Creek	9.8	230.3	Do.
Cayote	10.1	240.4	Do.
Willow Island	10.3	250.7	Do.
Warren	9.7	260.4	Do.
Brady Island	8.0	268.4	Do.
McPherson	9.1	277.5	Do.
North Platte	13.9	291.4	At the forks of the Platte.
O'Fallon's	16.5	307.9	South fork of Platte river.
Alkali	14.5	322.4	Do.....do.
Roscoe	9.6	332.0	Do.....do.
Ogallala	9.6	341.6	Do.....do.
Big Springs	19.3	360.9	Do.....do.
Julesburg	16.5	377.4	At mouth of Lodge Pole creek.
Lodge Pole	19.0	396.4	Lodge Pole creek..
Sidney	17.8	414.2	Do.....do
Potter	18.9	433.1	Do.....do·
Antelope	18.2	451.3	Do.....do·
Bushnell	11.9	463.2	Do.....do·
Pine Bluff	10.0	473.2	Do.....do.
Egbert	11.2	484.4	Do.....do.
Hillsdale	12.0	496.4	Between Lodge Pole and Crow creeks.
Archer	12.6	508.0	Do.....do.
Cheyenne	8.4	516.4	Crow creek.
Hazard	16.1	522.5	Foot of the 80-feet grade.
Otto	6.0	528.5	On the 80-feet grade.
Granite Cañon	7.1	535.6	On the 80-feet grade, Black Hills.
Buford	6.8	542.4	On the 80-feet grade, Black Hills.
Sherman	7.4	549.0	Summit of the 80-feet grade, Black Hills.
Red Butte	14.7	563.7	West slope of the Black Hills.
Fort Sanders	7.5	571.2	Laramie plains.
Laramie	1.3	572.5	Laramie plains.
Wyoming	13.9	586.4	Laramie river.
Cooper's Lake	11.7	598.1	
Lookout	5.5	603.6	
Miser	12.5	615.1	
Rock Creek	7.0	622.1	
Como	15.5	637.6	
Medicine Bow	7.1	644.7	Medicine Bow river.
Carbon	8.7	653.4	

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Stations and distances on Union Pacific railroad—Continued.

Names of stations.	Miles.		Remarks.
	Interval.	Totals.	
Simpson	5.1	658.5	
Percy	7.1	665.6	
Dana	6.5	672.1	
St. Mary's	7.9	679.0	Mary creek.
Benton	15.5	694.5	North Platte river.
Rawlings	14.1	708.6	
Separation	12.5	721.1	
Creston	17.0	738.1	
Washakie	12.5	750.6	
Red Desert	9.0	759.6	
Table Rock	10.1	769.7	
Bitter Creek	13.1	782.8	On Bitter creek.
Black Buttes	9.3	792.1	Do.
Point of Rocks	10.9	803.0	Do.
Salt Wells	15.5	818.5	Do.
Rock Springs	11.0	829.0	Do.
Green River	15.1	844.1	Green river.
Bryan	13.7	857.8	Black's Fork.
Granger	16.2	874.0	Do.
Muddy River	16.0	890.0	Junction with Black's Fork.
Carter Station	14.8	904.0	On Muddy Fork.
Rim of Basin	35.4	941.2	Of Great Salt lake.
Bear River	9.1	950.3	First point reached.
Yellow Creek	8.3	958.6	At its junction with Bear river.
Reed's Summit	9.4	968.0	Between Bear and Weber rivers.
Echo City	24.0	992.0	On Weber river.
Head of Upper Weber Cañon.	8.0	1000.0	Do.
Mouth of Weber Cañon	21.7	1021.7	Do.
Ogden City	9.3	1031.0	Do.
Monument Point	77.5	1108.5	On Great Salt lake.
Head of Salt Lake	9.5	1118.0	Do.

II.—A REVIEW OF THE ROAD AND TELEGRAPH LINE AS CONSTRUCTED BETWEEN OMAHA AND THE WEST END OF THE TRACK, WITH ESTIMATES OF THE ADDITIONAL OUTLAY REQUIRED TO COMPLETE ITS CONSTRUCTION AND FULL EQUIPMENT.

We will repeat here that the west end of the track as we found and have considered it, is at the junction of Muddy Fork with Black's Fork, 890 miles from Omaha. We are aware the railroad company had not then reported the last 90 miles as ready for examination by the regular government commissioners, and that in places the track required to be aligned and surfaced, and we have made allowance for this in our report.

Road easy of construction.—The construction of the road, in regard to the amount and character of the excavations and embankments, has been remarkably easy. Between Omaha and Granite cañon, a distance of 535 miles, there was not a yard of rock excavation, and the natural surface itself over a great portion of it would have presented nearly practicable grades. From Granite cañon westward to the end of the track the work is less than on eastern roads of the same length, and the most difficult parts are light compared with roads in the Allegheny mountains.

There is but one tunnel in the whole distance, which is on Mary's creek, 230 feet in length.

Details of location.—In considering more minutely the points to which by your instructions our attention has been directed, and in regard to

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which we are specially required to report, the location in its details naturally presents itself first. Although generally the line is well adapted to the ground, there are points where the full capabilities of the country have not been developed, and others where, in its details, the location is radically wrong. Cases of this kind occur on the slopes of the Black Hills, in the vicinity of Hazard, Granite cañon, Dale Creek bridge and Red Butte station, also on Rock creek and near Red Desert station, and on Black's Fork.

In a majority of these cases the prevailing idea seems to have been to diminish the cost of the work by the introduction of a greater number and sharper curves than the circumstances required, the saving in cost having been very small in comparison with the permanent injury to the road. In some other instances no very clear motive for the course taken presents itself. We are advised that among these cases are some where, in the construction of the road, the location as made by the chief engineer was disregarded. In view of the rapid prosecution of the work this may have been admissible, but cannot justify a permanent adoption of the line as built. True economy and the best interests of the road require alterations and improvements to be made in the line in all these cases, and the probable cost thereof has therefore been estimated.

Road-bed.—The road-bed is designed to have embankments 14 feet wide on top, with usual side slopes and cuts of not less than 16 feet width of bottom, with slopes depending on the material excavated. These dimensions, although a minimum, are not specially objectionable when fully attained. In the excavations and in the embankments of moderate height these dimensions have been generally secured, but the higher embankments are not so well brought to the proper standard, being often incomplete, and in some instances the width at top is less than the length of the ties.

When the roadway is too narrow and ballast is required, it is impossible properly to supply the deficiency, for when the track is lifted for the purpose of placing the ballast under the ties the width of the embankments is insufficient to retain the material in its place. It becomes necessary, therefore, to have a sufficient width of roadway before one of the most indispensable requisites for a good track can be secured. We have made an estimate of the cost of bringing the embankments up to the full width. Much of the work can be done by the construction parties and trains necessarily employed in keeping the road in order.

Cuts not all out to grade.—Instances occur where the cuts have not been excavated to the depth designed, in consequence of which the grades at those points are higher than was intended, in some cases reaching ninety feet per mile, when much easier grades are shown on the profiles. Instances of this kind are found in the valleys of Bitter creek and Black's Fork, and between Black's Fork and Green river. These cuts should all be reduced to the depth originally designed and thus secure the proper ruling grades to those divisions of the road in which they are located, which are necessary to the economical and satisfactory working of the line when open for business.

Cross-ties.—The cross-ties are of good quality, with the exception of a considerable portion of those used in the Platte valley, which are of cottonwood timber. Many of these cottonwood ties were "burnetized," a process which it was thought by increasing their durability would obviate objection to the use of this species of timber. But it is found that the process, as used, only partially protected these ties from decay, and that there is beside the objection to cottonwood for ties arising from the inefficient manner in which it retains a spike, and from its liability

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to break, and thus allow the rails to spread. For these reasons it has been found necessary already to replace many of the ties made from this kind of timber, whether burnetized or not, and it is evident that all must be replaced by others of better timber before the track will sustain the traffic that will be thrown upon it on the opening of the road.

The number of ties used per mile varies from about 2,300 to 2,640, depending somewhat on their size. The average is, probably, not less than 2,500 per mile. There are few points where the number is insufficient (when properly distributed and spaced to sustain the joints) to support the rails efficiently. Some attention will be required when ballasting and surfacing the track to place the ties in proper position. In regard to length and other dimensions, the ties are generally good and equal to those of other well-built roads.

Track-laying.—The track-laying has been as well done as the exceedingly rapid construction of the road would allow. It is full spiked and the joints secured with "fish" plates and bolts, except for about 420 miles in the Platte valley, where the wrought-iron chair is used. Some apprehension might be felt as to the character of the work from the rapidity with which the track-laying is done on particular days. The average per month, however, does not generally exceed two miles per day. In 1868 the grading has been in progress several hundred miles in advance of the track-laying. At some points of difficulty, from heavy "cuts," or "fills," or bridges, the track-laying is delayed. At such places preparations are made, well in advance of the point obstructed, so that when that is passed the track-laying proceeds with great rapidity until the next obstacle is reached. At such times the track most recently laid is resurfaced and brought up to a good condition before it is reported ready for acceptance by the government.

The only deficiency worthy of notice in the track-laying is, that on the curves the rails have not been bent to conform to the curve. In curves of comparatively long radii, say half a mile or more, this requirement is not material, but when the radius is much reduced, and especially when it approximates or reaches the minimum used on the line, (955 feet,) no track can be considered well laid or in good order unless the rails have been made to conform with the curve in which they are designed to be laid and to retain this shape when left entirely free and unconfined. This defect is found generally where the curvature is sharp, and must be removed before the road can be operated in an efficient and satisfactory manner.

Ballast.—Good material for ballast is found in many portions of the road, and the disintegrated granite of the Black Hills is of the best quality. Excellent gravel beds occur on Black's Fork, and much material of good quality is found on Laramie plains and in the valley of Lodge Pole creek. In the Platte valley occur banks of sand, which material, though inferior to gravel, answers well when used in sufficient quantity, and will sustain a track in good surface. But there are other portions of the road where ballasting is entirely wanting, and can only be supplied by transporting it from the most accessible points by rail. This is especially the case in the valley of Bitter creek, where the soil is of an unfavorable character: and it will be difficult to sustain a track, particularly during the seasons of melting snows, unless well supported by ballast. The track has, without exception, been laid on the bare roadway, without having been previously prepared to receive it by a covering of ballast. As a consequence, except where the embankments happen to have been built of gravel or other good material, the track is without ballast, the surfacing having been done by throwing up the necessary material for that purpose from the sides of the embankments themselves.

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It is not impossible that in a country possessing the peculiarly dry climate which characterizes that traversed by this road, a smaller amount of ballast will suffice, to insure a good track, than has been found necessary on eastern roads in a more humid climate where rain-falls occur at all seasons of the year.

The average annual amount of rain being small, the consequent washing of the banks will be comparatively light, and the changes of season from winter to summer being sudden, the track will be subject to the minimum amount of disturbance from freezing and thawing.

The argument to be derived from these considerations, however, is not that the usual precaution against rains and frost may be neglected, but merely that once provided for they need to be less frequently renewed. The track of the Union Pacific railroad, when once well surfaced and repaired after the annual season of melting snows is past, will probably require less expenditure to keep in good order during the remainder of the season than is found necessary on most other roads in the United States, although it may be quite as difficult to sustain a track in the spring of the year on such soils as that of Bitter Creek valley. In estimating the probable outlay required to supply a sufficient amount of ballast to secure a good track, due regard has been had to the convenience of the material on many portions of the road as well as the character of the soil on the different parts of the line, and the influence exerted on this question by the peculiarities of the climate traversed.

Culverts, bridges, and viaducts.—The bridging on the line consists of stone culverts, girder and truss bridges, and many varieties of trestle and pile bridges. Between Omaha and the end of the track the total number of structures deemed permanent is 250, consisting of—

Iron truss bridges	1
Howe truss bridges, (wood and iron)	7
Stone box and arch culverts, and short girder bridges, with stone abutments	242
Total	250

The iron truss bridge is the one across Wood river. It is erected on stone abutments of good masonry, founded on piles, and is in every respect a good structure. The Howe truss bridges have spans of 100 and 150 feet. Two of them are placed on stone abutments and piers, and two on wooden trestles. This masonry is in some cases of inferior quality, and is now being rebuilt by the company. Stone abutments must be supplied for those erected on trestles. The trusses themselves are reasonably and well proportioned, and of sufficient strength, except those of long spans, where the iron suspension rods are in some instances, from inadequate size, liable to a strain of more than 20,000 pounds per square inch of section, which is much too great, will injure the permanent elasticity of the material, and insure ultimate destruction. The chords of these bridges are likewise smaller than they should be, but the overstrain on them is not so great as on the iron. The sections of the suspension bolts at and near the ends of the spans should be increased. The masonry of the abutments for the short girder bridges, and of the arched culverts, is generally good; but in the arches the work is not always as carefully done as the nature of the material (rubble-stone) requires, to insure stabillty. The box-culverts constitute the most numerous class of structures, and are sometimes indifferently built. We consider it highly probable that some of them will fail in a short time,

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and that others are too small to pass the drainage for which they are designed to provide.

The temporary structures consist of pile and trestle bridges, of which there are 153 less than 25 feet long, each, 322 varying in length from 25 to 50 feet, and 219 over 50 feet long, each; the total number being 694, and aggregate length 43,717 feet or nearly eight miles. Of these 694 structures those over all the principal streams, 34 in number, are to be be replaced by Howe truss bridges, erected on permanent stone abutments and piers. These will require 70 abutments, 26 piers, and 8,450 lineal feet of Howe truss in spans of 100 and 150 feet. The abutments and piers, with very few exceptions, will require foundations of piles as they seldom occur where rock is found, or where any other than a pile foundation would furnish the requisite permanency. In this connection it is deemed proper to state that cases were observed by your commission where foundations for permanent pier and abutment masonry erected or in course of construction were not placed at a proper depth, when, as we were advised, foundations of solid rock could have been obtained by excavating to a depth not exceeding three feet, with little inconvenience from water. The omission of this work, and the placing of the foundations above the water surface on the thin gravel bed overlying the rock, seems to us improper; so also is the placing of timber foundations considerably above the surface of the water in a running stream, as occurs in several instances.

The remaining 660 trestle and pile bridges, after providing for those over the principal streams, must be replaced by box culverts, arches, or stone abutments with girders or trusses of short spans. Except in rare cases, pile foundations for these structures are not deemed necessary.

Whether Dale creek bridge should or should not be considered a temporary structure to be replaced by another of a more permanent character may be a question. That the present one is an excellent structure of its kind cannot be doubted, but being composed almost entirely of wood, it is liable to all the contingencies and accidents to which that inflammable and perishable material is subject. The chasm over which it supports the railway is the largest and deepest on the road and the loss of this bridge would cause more and longer interruptions to the traffic of the line than a like occurrence at any other point, not merely from the magnitude of the work to be replaced, but from the difficulty of readily obtaining suitable material. These facts and considerations have brought us to the conclusion that the probable cost of replacing this bridge by one of a less perishable character, or by an embankment, should be included in the estimate we are instructed to submit of the amount required to furnish and complete the road.

Equipment.—The rolling stock of the road consists of 117 locomotives, 19 first-class passenger cars, 8 second-class passenger cars, 15 baggage cars, 442 box cars, 1,227 flat cars, 43 coal cars, 72 caboose cars, besides hand-cars and cars suited to special purposes, as bridge working, wrecking, &c., &c.

The locomotives are from the shops of the best makers, are well constructed, and the number on hand probably sufficient for the present requirements of the road. An additional number of locomotives will be wanted for this part of the route when the line is opened for through traffic, of a class more especially and better adapted to the express and passenger business of the road.

The cars are likewise well constructed and of a good quality, equal to those on the best roads, but the number on hand is scarcely sufficient for present requirements, and it must be considerably increased when

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the whole road is opened. Of the freight cars on hand, nearly three-fourths are flat cars and only about one-fourth box cars, a ratio arising out of the transportation of the material for the construction of the road, but which must, no doubt, be eventually nearly reversed.

The accommodations for the care, maintenance, and repair of the rolling stock, erected and designed, is likewise sufficient to meet current demands, but the process of enlargement in this department, must likewise be continued for some time. Machine-shops and engine-houses are erected or in process of construction at Omaha, North Platte, Cheyenne, Laramie, and Rawlins, with additional locomotive stalls at Grand island, Sidney, Sherman, Medicine Bow, and Bitter creek. At Omaha there is also a shop for the manufacture and repair of cars. The shops already erected are well supplied with machinery and tools of good quality, and the crowded condition of these at Omaha sufficiently indicate the necessity for their enlargement, or the early completion of others. Additional locomotive stalls, turntables, shoproom, and machinery will be required to meet the growing demands of the road, and to be prepared for its final opening as a through line.

Water-tanks and appliances for furnishing water are erected at intervals of about 18 to 20 miles. On some portions a sufficient supply of water has not yet been obtained, either from natural sources or from wells, and it has been found necessary to transport it. Further efforts to avoid this necessity must be made, and additional outlay will be required to secure a full supply to meet the necessarily increasing wants of the road.

Whether, in case other expedients fail, water can be supplied by constructing artificial reservoirs to collect and store that furnished by the melting snows in the spring, seems worthy of considering, but the region for which such means are likely to be required is very limited.

The station buildings on the road are deemed of sufficient capacity for the accommodation of its business for some time to come, unless it be at particular points, and at places near the west end of the road, where none have yet been erected. Additions will be required in Bitter Creek valley, at Green river, and on Black's Fork. Some fine hotels and eating-houses have been built by the company, as at North Platte, Laramie, and Rawlins. Others are to be added.

Sidings.—The sidings of the road are of ample length, from 2,000 to 3,000 feet connected at both ends, and nearly every station is supplied with a spur siding for its own special accommodation.

Rails.—The rails are of good quality, generally 28 feet long and of American manufacture. The pattern is not one of the heaviest, but considered sufficiently heavy. They appear to wear well, showing few or no defects except near the eastern end of the road where the pattern is lightest and the rails have been longest in use. On this part of the road it is not improbable some of them will have to be renewed before long.

Snow fences.—Snow fences have been built at a number of the cuts in the Black Hills, but more will be required at this and other points of the road.

Cattle fences.—Fencing against stock has also been done in Papillon and Platte valleys, but as the settlements extend westward, additional fences must be built.

TELEGRAPH LINE.

The telegraph line is completed beyond the end of the track, and will be extended along the line as far as Great Salt lake by the 1st of De-

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cember. Two wires are stretched from Omaha to Laramie, and a single one thence to the end of the track.

ESTIMATE.

In estimating the "expenditure which will be required in order that the road, so far as built, may be rendered equal to a fully completed *first class railroad*," we have considered each class of work required in as much detail as circumstances and the desire expressed in our instructions that our report be made with the "least practicable delay" would allow, and in deciding on the probable amounts required, we have been governed by the results of our own observations, taken in connection with data obtained from the profiles, maps, and other sources of information derived from the company. The estimate is as follows:

Changing locations to improve line and diminish curvation, at Black's Fork, Red Desert, Rawlins, Rock creek, Red Buttes, Dale creek, Granite cañon, and Hazard, not including cutting off large bends on Rock creek	$200,000
Completing embankments to full width, filling trestle-works (6½ miles) and ripraping	240,000
Completing excavation of cuts to grade out Black's Fork, Bitter creek, &c., &c	20,000
Reducing grades between Omaha and Elkhorn, to conform with condition on which change of line was approved	245,000
525,000 cross-ties, to replace those of cottonwood timber, including transportation, removal of old ties and placing new in track, at $1	525,000
Ballasting, including transportation, lifting track, placing material, surfacing and readjusting track, and curving rails, 890 miles	910,000
70 abutment and 26 pier foundations, including excavating, piles, grillage, and securing with riprap, at $1,500	144,000
30,480 yards masonry in abutments and piers, at $15	457,200
8,450 lineal feet Howe truss, viz., 49 spans of 150 feet, and 11 spans of 100 feet, at $45	380,250
Supplying 121 openings of trestle-work of 50 feet length and under, between Omaha and North Platte, with permanent works of masonry and girders, at $500	60,500
Supplying 254 openings of trestle-work of 50 feet length and under, between North Platte and end of track, with permanent works of masonry and girders, at $900	228,600
Supplying 184 openings of trestle-work averaging 103 feet each, with permanent structures of masonry and girders, or short trusses, including foundations, at $1,500	276,000
Renewing Dale Creek bridge, or replacing same by embankment and arched water-way	100,000
Probable expenditure for additional water-ways in Mary's creek, Bitter creek, and other points not provided for, and renewing and enlarging stone culverts	100,000
60 new passenger locomotives for through travel on opening of road, at $14,000	840,000
Thorough repair, say of one-third of locomotives, used in construction and on hand when road is opened, say 50 at $3,000 each	150,000
44 new passenger cars, for through travel on opening of road, at $6,000	264,000

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30 baggage, express, and mail cars, at $3,800	$114,000
500 box freight cars, at $900	450,000
50 additional locomotive stalls, at $4,000	200,000
Completing shops at Cheyenne, additional shops at Bryan, and enlarging shops at Omaha, with tools for Cheyenne, Rawlins, and Bryan	350,000
Additional water stations and probable additional expenditure to secure full supply of water between Rawlins and Bitter creek	80,000
Additional station buildings	75,000
Additional snow fences	50,000
Additional fencing against stock	30,000
Total	6,489,550

The foregoing estimate is confined to the 890 miles of road from Omaha to the end of the track, and is a statement of the expenditure deemed necessary to complete the construction and equipment of that part of the road ready for the traffic to be thrown upon it when the line is opened to California. It is based on the road and equipment as we found them, and no allowance is made for works in progress, or for materials and equipments ordered or reported *in transitu* for delivery, or already delivered, except so far as already placed in position in the structures themselves.

The estimate being made with reference to the 890 miles only, it does not of course afford any criterion of what may or may not be required on that part of the line extending from the end of the track to Weber cañon, on which we understand our instructions as not requiring an estimate of any kind.

III.—AN ESTIMATE OF COST OF CONSTRUCTING AND FULLY EQUIPPING THE ROAD FROM WEBER CAÑON TO THE HEAD OF GREAT SALT LAKE.

The estimated amount required for the construction and full equipment of the road from the mouth of Weber cañon to the head of Great Salt lake, is as follows:

For grading and bridging, including masonry and foundations complete, 96.3 miles, at $11,500 per mile	$1,107,450
Superstructure, including rails, fastenings, spikes, ties, track-laying, and ballasting, with six per cent. of sidings, 102 miles, at $17,000 per mile	1,734,000
Equipment, including motive power, rolling stock, engine-houses, turn-tables, shops, tools, water stations, and station buildings, 96.3 miles, at $7,000 per mile	674,100
Total	3,515,550

GENERAL REMARKS.

Taken as a whole the Union Pacific railroad has been well constructed. The general route for the line is exceedingly well selected, crossing the Rocky Mountain ranges at some of the most favorable passes on the continent, and possessing capabilities for easy grades and favorable alignments unsurpassed by any other railway line on similarly elevated

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grounds. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed, are without parallel in history. In the grandeur and magnitude of the undertaking it has never been equalled, and no other line compares with this in the arid and barren character of the country it traverses, giving rise to unusual inconveniences and difficulties, and imposing the necessity of obtaining almost every requisite of material of labor and of supplies for its construction, from the extreme initial point of its commencement.

Deficiencies exist, but they are almost without exception those incident to all new roads, or of a character growing out of the peculiar difficulties encountered, or inseparably connected with the unexampled progress of the work, a matter of the greatest importance and highly creditable to the able managers of the company; and they can all be supplied at an outlay but little exceeding that which would have obviated them in the first instance, but at the cost of materially retarding the progress of the work. Under the circumstances it is much more a matter of surprise that so few mistakes were made and so few defects exist, than it would be had serious deficiencies been of more frequent occurrence; and the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices.

We are, very respectfully, you obedient servants,

G. K. WARREN, *Brevet Major General U. S. A.*,
J. BLICKENSDERFER, JR., *Civil Engineer*,
JAMES BARNES, *Civil Engineer*,
Special Commissioners Union Pacific Railroad.

Hon. O. H. BROWNING,
Secretary of the Interior.

No. 2.

FORT WAYNE, INDIANA, *August* 15, 1868.

SIR: In obedience to your instructions of June 13, addressed to the Hon. J. S. Rollins and myself, requiring us to examine and report specifically as to the condition of the Union Pacific railroad where it has been constructed or surveyed, the degree of permanence in its structures, and where temporary timber structures have been adopted what assurances have been given that they will be substantially rebuilt and other omissions supplied, together with our opinion as to what, if any, regulations are required to protect the public interest and to secure the construction of a "first-class railroad" in all respects, the undersigned (Mr. Rollins having been prevented from accompanying the party*) has now the honor to report as follows:

Having before been invited by the chief engineer, General G. M. Dodge, to accompany him on a reconnoissance over the line of surveys, I joined his party at Omaha on the 26th of June. The president of the company, Oliver Ames, esq., who also accompanied us to the end of the track, then 660 miles out, kindly provided an extra train, which, stopping at every station and at the important points, afforded every facility for examining

* Mr. Rollins afterwards made a personal inspection as far as the road was then opened, and will unite in a joint report on that division, or give his views separately.

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the work. From the end of track to Salt lake, 400 miles, I passed on horseback along the line of final location, just then completed.

LOCATION.

As a basis for "a first-class railroad" required by the law, a proper location is important. The grade and curvature on the respective divisions should be adapted generally to the topography of the country, departing from a level and from a direct line as little as this will permit with reasonable cost.

The level plain of the Platte carries the road with moderate grades and excellent alignment to the eastern base of the mountains, 526 miles. Thence to the basin of Salt lake, at the mouth of Weber cañon, about 500 miles, the mountainous district is encountered. The principal mountain ranges running transversely with the road are, 1st, the Black Hill range; 2d, the Rattlesnake range; 3d. the Continental divide or watershed; 4th, the Bitter Creek summit; 5th, the eastern rim of Salt Lake basin; and 6th, the Wahsatch range, separated from the rim only by Bear River valley. The entire drainage of this mountainous section between the Black Hills and the rim of the Utah basin, except as it sinks in the intermediate dry basins, passes by lateral valleys into the two main rivers, the North Fork of the Platte, flowing first northwardly and thence east to the Missouri, and Green river, running southward to the Colorado of the Pacific. Minor valleys are of course found leading the drainage from the ranges into these main rivers in an easterly and westerly direction, and the engineers have been fortunate in finding through these several lateral valleys, as the Bitter Creek and Black's Fork, for instance, a very favorable route for the railroad. The granite formation, which, owing to its imperishable character, generally presents a more precipitous and cliff-like surface, is of limited extent on this route, occurring on the entire line only at the Black Hill range for the distance of about 20 miles, and at the western base of the Wahsatch for three miles. The whole line between is in the sedimentary formation, and the sandstone everywhere predominant is generally of the most perishable character. The natural action of the elements through the ages of the past on the more elevated ranges has disintegrated this sandstone, filling with the *debris* the valleys and plains between, thus gradually lessening, with the lapse of time, the difference of elevation and moderating the slopes.

As the result of these favoring characteristics in mountain formation, the company's locating engineers, under the direction of their chief engineer, have been enabled to find a more favorable route than was supposed possible, either by Congress or the company, at the initiation of the enterprise. The advantage, however, has been attained only by extensive surveys continued at large cost through four or five years. The company by incurring the expense of thorough examination has promoted not only the public interest, but its own.

There are five short tunnels on the route, as follows:

No. 1. Made necessary by a sharp point on Mary's creek nine miles east of North Fork of the Platte, (2d crossing,) 164 feet long.

No. 2. Through a projecting point on Sulphur creek, east of Bear river, 140 feet long.

No. 3. On the summit of Wahsatch range, at the head of Echo cañon, 1,000 feet long.

Nos. 4 and 5. In the narrows of Weber river, 400 feet and 300 feet respectively, 700 feet long.

Total tunnelling on the whole line, 1,834 feet.

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A profile of the entire line as now finally located, from the Missouri river to Salt Lake valley, about 1,020 miles,* is hereto attached.

As the scale is necessarily small, I mark on the profile in figures, for more satisfactory reference, the ruling grades, and also the elevation above the sea. It may be found interesting as showing the elevation of that part of the continent. The total ascent to be overcome by a train going west between the Missouri high bridge and Salt Lake valley, including the elevation lost by intermediate undulations, is 12,100 feet, and by a train going east, 8,570 feet.

It will be observed that the steepest grade is 90 feet per mile, and this was found necessary only on the two main mountain ranges, the Black Hills and the Wahsatch. The shortest curvature is 6° on each 100 feet, or 955 feet radius. After the location on the Wahsatch range had been made by the locating engineers, with approval of chief engineer of the company, further examinations were ordered by the vice-president with a view to cheapening and hastening the line on the western slope, rising grades of 110 and 116 feet per mile. I earnestly remonstrated against a ruling grade exceeding 90 feet, for reasons stated in the paper annexed marked A. I trust the change may not be made.

On the location adopted, a train of cars once on the summit of the Wahsatch range will meet no ascending grade higher than 60 feet per mile thence to the western base of the Black Hills. And so on the trip westward an ascending grade of 66 feet per mile is the highest to be overcome from the summit of the Black Hills to Salt Lake valley, and probably to the Humboldt; excepting on the eastern slope of Rattlesnake range, 60 feet grade is the highest going west. This grade should be reduced to 60 feet hereafter.

CONSTRUCTION.

Road-bed.—I find probably seven-eighths of the road-bed formed by embankment and one-eighth in cutting; this lessens the frequency of interruption by snow. On the first 375 miles in the valley of the Platte the grade was laid in many places quite too low. For one-third of this distance it should hereafter be raised from one to two feet. The grade here was also made of very limited width, not exceeding 11 or 12 feet, giving insufficient base for the ballast. After reaching Lodge Pole creek, more judicious counsels prevailed, and the road located and grades fixed more in conformity with sound engineering principles. Thence to Salt lake the road-bed generally is so raised as to guard well against snow-drifts, and, with few exceptions, is 14 feet wide at the grade line, which is the proper width. In the mountainous district, however, especially between Fort Bridger and Salt Lake valley, snow-drifts may be a fruitful source of delays, and the needful protection against the filling of the cuts will require a large expenditure. Probably eight-tenths of the embankments on the whole line are made with plough and scraper, a mode which consolidates the road-bed more effectually than any other.

Cross-ties.—The want of timber suitable for ties, especially on the plains, was from the first a source of anxiety to those desiring a substantial track. Hard-wood and cottonwood ties were floated down the Missouri river, perhaps in the proportion of three to ten, the former being placed under the joints and centre of the rails. It was part of the plan to burnetize all the soft wood, and at first this was carried out;

* This distance may vary slightly, as the final report of length is not yet received.

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but afterwards, with the quickened speed of track-laying, averaging then two miles per day, I presume but a small proportion, probably one-third the cottonwood ties, were burnetized; without this process they only last three or four years. Contracts have recently been made for the delivery at Omaha of ties of a better quality, equivalent to the relaying of 100 miles of track, to be distributed in the Platte valley. On the Lodge Pole division a small proportion of cedar ties were laid, and after reaching the Black Hills, and thence to Salt lake, the mountain pine is used wholly, which, though better than cottonwood, is not so lasting as oak. For the first 530 miles 2,400 ties per mile were laid; thence for a short distance on the mountain grade, where heavy engines are used, 2,640; but generally from Laramie westward about 2,500 per mile are in the track. From North Fork of the Platte to Rawling's Springs, 17 miles, I noticed that 2,640 ties per mile have been laid. They are eight feet long, six inches thick, and about the usual width for new roads.

Iron rails.—The rails have been manufactured chiefly at Johnstown, Scranton, Danville, and Allentown, Pa. A rail weighing 50 pounds per yard, with the common wrought-iron chair, was laid for the first 440 miles. West of that point the rail weighs 56 pounds and is held by the fish-bar plate instead of the chair, a method now generally approved.

Track-laying.—The unexampled rapidity with which the company has laid the track, often three miles per day, averaging through the season 50 miles per month, suggests the fear of imperfect work. We find, however, that a large force, acting with complete system under one competent head, regardless of cost, forms the groundwork of this speed. Taking the whole line in view, the trains pass over it more smoothly and with as high speed as on any new road over which I have travelled. To this result the limited amount of rain in this region no doubt materially contributes. A statement of depth of rain at Fort Bridger, (I have not included) for one year, is appended, marked C.

On curved line time was not taken to bend the iron rails to suit the curve. This defect must be hereafter corrected.

Ballasting.—In this dry soil, less ballasting, perhaps two-thirds of the depth required in the States between the Mississippi river and Alleghany mountains, will form a perfect road bed. But even here a road cannot rank as complete without sufficient ballast. Excepting in the very sandy and gravelly sections along the Lodge Pole, on the Black Hills, and Laramie plains, amounting perhaps to one-fourth of the line, ballast brought by trains will be required in bringing up the track to the proper degree of smoothness and stability, meeting fully the end of its construction. Very litttle ballasting has yet been performed. This is necessarily a work to be done after the track is laid, and one of gradual progress.

Bridges and culverts.—On the first 15 miles from the Missouri river, where stone of good quality was obtainable within two or three miles, and while the work was progressing slowly, all culverts and drains were built of stone masonry. Thence west, except on the Black Hills, the small streams and land drains are crossed by wooden trestles, with few exceptions. Some of these trestles nearest to Omaha, in which cottonwood was used in the bent frame, have been rebuilt with pine posts and caps resting on piles, and are thus more permanent than at first.

The three larger streams first crossed, the Main and West Pappillon, and the Elkhorn, were in the first construction built with stone abutments and the common Howe truss bridge of wood, uncovered. The two first-named streams have each 100 feet span and the latter 150 feet,

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with some 800 feet wooden trestle on the bottom for water way. The abutments at Elkhorn, chiefly from defective foundation, show signs of failure and are being rebuilt.

Shell creek, Silver creek and Prairie creek, next crossing the line, have trestle bridges on piles.

Loupe Fork, 94 miles from Omaha, one of the larger streams, having more destructive ice-floods than any other, is crossed by a Howe truss bridge 1,500 feet long, in spans of 150 feet, resting on stone piers with pile foundations. For greater water way, two spans of Howe truss, 100 feet each, have been added across high-water channel, on the bottom, since the opening of the road. The pier masonry is very good and stone durable. But the main bridge should be raised two or three feet, for entire security against ice-floods.

Wood river, a little east of Kearney, is crossed by a Howe truss 100 feet span, uncovered, on timber trestles.

North Platte bridge, 2,300* feet long, is formed with temporary pile bents and spans of 16 feet, each bent having cedar piles capped at the level of the grade, some 10 feet above low water, with pine caps, and a pile brace at each end of the bent, bolted to it at top. Highest rise of river only four or five feet. This river is not generally subject to ice-floods, nor is there any drift-wood. In the spring of 1867 the ice did, however, take out two bents. Such a structure is, of course, too unreliable for a road so important as this; and having served the temporary purpose designed—the carrying forward of materials—it should be replaced by a permanent bridge of longer spans resting on stone abutments, before the road is fully accepted by the government. This is the more necessary for the reason that in high water this river can neither be ferried nor forded with teams.

Lodge Pole creek is crossed three times, and in each case on a pile trestle bridge in spans of 16 feet.

Crow creek at Cheyenne is spanned by a Howe truss bridge of 100 feet, resting at each end on timber bents, now being replaced by abutments of granite.

Dale creek, on western slope of Black Hills range, running in a granite gorge 120 feet deep and near 600 feet wide at grade line, is crossed by a pine timber trestle bridge of 40 feet spans, with double bents resting on piers of granite masonry raised only to a small height. The roadway is sustained by a low truss frame resting on these bents. The structure is in part of mountain pine, but chiefly of the better pine from Chicago. It is exposed to decay, and especially to fire. It cost, as I was told by the president of the company, about $200,000. When it shall decay permanence should be given either by filling the gorge with earth and rock or by an iron bridge resting on stone piers.

Big and Little Laramie rivers are both crossed temporarily by pile trestle bridges, 16 feet spans.

Rock creek is crossed by a Howe truss bridge on stone abutments, built before the opening of the road.

Medicine Bow river is crossed by pile trestle bridge, as at Big and Little Laramie. These are mountain streams, and with the temporary structures the road will be unsafe. In each case I am informed that Howe truss bridges, with two spans 100 feet each, are under contract.

North Fork of Platte, (second crossing,) as also Green river, further

* The figures and statement relating to the structures, tracks, &c., in their report, so far as I could not personally examine in detail, were, of course, furnished by the superintendent and engineer in charge. To these gentlemen I am much indebted for their free communication of facts.

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west, are temporarily crossed by trestle bridges of 16 feet span. These rivers head in the high mountains, having a great fall and rapid current when high. Such structures would be manifestly unsafe on these rivers. It is to be presumed that the company will build in each case a substantial bridge on stone abutments before the floods of next spring. Such is their purpose.

In descending Mary's Creek valley, leading from Rattlesnake summit to North Platte, I noticed this stream had been crossed four or five times without any culvert or opening, relying upon the passage of the floods through interstices in the loose sand rock embankment. This may answer for one or two years, but unquestionably culverts must be built here. In other places I found a tendency to embank temporarily across small drains, without taking the time now to build openings. I have reason to believe that this practice, resulting from the hurry, has been abandoned. I should add, in justice to the constructing engineers, that time has scarcely been allowed to acquire that knowledge of the water-courses essential to judicious plans in all cases. I am aware that there is far less falling water here than in the States east of the Missouri. Yet even here, at times, there are floods which must be fully provided for or the road interrupted.

EQUIPMENT.

Rolling-stock.—A statement of the general superintendent was handed me, giving the number and description of the rolling-stock in the possession of the company on the first of August, among which are 111 locomotives. The locomotives, in weight, range from 25 to 35 tons, the latter class used on the mountain grades. They have been furnished by builders of good reputation, and are no doubt equal to the machinery on our best roads. They are chiefly used at this time in transporting iron and material for the construction, which service, as the road lengthens, will require yet further additions to the rolling-stock. On the completion of this constant and wearing construction service many of these locomotives will require extensive and costly repairs, forming a material item of expense.

The company has also about 1,700 cars. The larger portion of these are platform or flat cars used in the transportation of iron and ties between Chicago and end of track. They will be, perhaps, half worn out in this service. When the road is open for through business to the Pacific, large additions to the pas-enger car stock, with more passenger locomotives, will be immediately required, as this and light and valuable freight will form a large business.

Repair shops.—On the first 710 miles the principal shops are at Omaha, North Platte, Cheyenne, near eastern base of Black Hills, and Laramie, near western base, each having an engine-house with 20 stalls finished; one at Rawlings's Springs, in course of erection, with 10 stalls; and three intermediate engine-houses at Grand Island, Sidney, and Medicine Bow river, of 10 stalls each. At each main point there are the usual machine shops and other buildings. At the two mountain stations the buildings are of stone, and the others of brick, with stone foundations, all having fire-proof roofs, mostly of tin. Up to this time engine-houses and machine shops are built only to meet the present wants of the road, but are so planned as to be enlarged. The plans appear judicious and the construction substantial.

Station buildings.—On the first 710 miles there are 51 stations, provided with water-tanks and station buildings. The average distance apart is about 14 miles. Side-tracks, generally 3,000 feet long, are provided at

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each station, with an occasional intermediate siding of 1,500 feet, amounting in all to nearly six per cent. of the length of the main line. Of the station buildings, about three-fourths are of the smaller class, 25 feet by 40 feet, and one-fourth fifty per cent. larger. In a few instances freight houses are built, also 8 or 10 substantial coal-houses, with stone foundations, at the proper stations to take fuel. All these buildings are wood, and all, except the coal-houses, are painted with metallic paint and roofed with shingles. At North Fork, Cheyenne, and Laramie, suitable hotels have been erected, or are in progress of erection. The station buildings generally, where proper hotels are erected, will be sufficient.

The building of the Union Pacific railroad, passing for over 1,000 miles through an uninhabited portion of the continent, is an enterprise attracting general attention. It would not have been planned or accomplished by any other than a vigorous and advancing people. The rapid progress made by the company under the circumstances, their vast grading force, living in tents and hauling supplies 100 to 200 miles in advance of the track, is to many persons marvellous, while it receives the commendation of all. It is in accordance with the genius of our people. The temper of our times is unfavorable to slow movements. On the other hand, those who have responsibilities for the completeness of the work have felt concern lest its rapid progress should impair its substantial character.

It has, therefore, been the object of the undersigned to lay before the department a description, very much in detail, of the manner in which the work is being constructed in every particular.

One feature unfavorable to the permanence and safety of the road is, the almost entire want of stone masonry in bridges and culverts. It is true that many of the new railroads in the western States, having limited means, are, in their first construction, carried over small streams with wooden trestles, relying upon the contingency of future means from income or other sources to complete the road. But in respect to this national work, so liberally aided by the government, it is but a reasonable expectation, and in accordance with the spirit of the law, that permanent masonry in bridges and culverts should form part of the original construction.

But here arises a practical difficulty: In very few instances is stone of a durable character found within hauling distance of the bridge and culvert sites. Nine-tenths of the stone for this masonry, east of the Wahsatch, must be brought by rail. The company, therefore, seem to be shut up to the necessity of first placing their Howe truss bridges on temporary wooden trestles, or the still less permanent plan of trestle bridges entire. In their great haste, the wooden trestle, with spans of 16 feet, has been almost everywhere adopted, even across large rivers. In most cases the trestle bent is formed by driving piles of the soft mountain pine capped at the grade line. The string-pieces are of the better pine, brought from Chicago. The want of stone in some cases, and of time in others, has induced also the crossing of most of the smaller streams and land drains, and sometimes dry valleys, on temporary trestles instead of masonry culverts and drains with earth roadway. The same general plan of crossing the drainage of the country, large and small, will be followed, as I understand, to Salt Lake valley. In the Weber valley, however, where good building stone are abundant, I trust that stone drains and masonry in bridge abutments may be built in advance of the track.

This necessity, in most cases, under the rapid progress, I have freely admitted to the members of the board and the constructing engineers

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who accompanied us, insisting at the same time that a masonry force, with construction trains to bring stone from distant quarries, of durable character, should follow the track-laying party as the grading force precedes it. The president of the company renewed to me, on the line, the assurance before given by members of the board in New York, that this masonry, with earth embankments, should be substituted as soon as practicable. On a railroad so important as this, passing for 800 miles through a region likely to remain without settlements on its line, every occasion of interruption to its trains not inherent in the railroad system should be avoided. In this extremely dry region, with high winds, such an extent of timber trestle bridging exposes to hazard more than in the States further east, on account of more frequent fires.

On the first division of 100 miles east of the Black Hill range all the culverts, drains, and bridge abutments, to the amount of 169, were in June last placed under contract and the stone work commenced; but on my return from Salt lake over this division, I found little progress for want of rolling stock. The transportation of iron and other material for laying track, at the rate of 60 miles per month, over the increasing length of road, now 800 miles, so employs the entire rolling stock as to render it probable that the building of the masonry over the entire road will be chiefly postponed until next year, and after the opening and acceptance of the whole work.

The same assurance as to more permanent structures has probably been given in like good faith to the commissioners on the acceptance of the several sections, although upon this point we have no definite information. However this may be, yet, from the nature of the case, this may hereafter depend, not upon proper intentions, but upon the company's means. For, although the gentlemen now owning the road might be relied upon to add fresh money from their own resources to the extent needed, yet, in the frequent changes of railroad property, the control may speedily pass to others, and the question between appropriating surplus earnings to this work of full completion or to dividends will be decided by new parties, who at the time may chance to control a majority of the stock.

The cost of these permanent masonry structures and earth embankments, completing tunnels, deep cuts, or other grades, with additional rolling stock, shops, tools, water supply in the dry desert, &c., required on the first opening for through traffic, should, it seems to me, be paid out of the government subsidy, rather than thrown upon the less certain reliance of a surplus income, laying thus a foundation for higher charges on the commerce of the country. The cost of these items on the first 1,020 miles, to Salt Lake valley, I think will reach about $3,000,000.

While the ballasting, perfecting of the track, additional sidings, the general renewal of ties, protection against snow-drifts, and future improvements and enlargement of equipment, may, perhaps, be left to the regular growth towards a complete and satisfactory work, as on other railroads, yet the items I have enumerated evidently belong to the original construction of a "first-class road," and should be done during the first year after the opening of the road.

I have thought it my duty, as one of the government directors, to urge upon the board the setting apart of a "reserve fund" sufficient to meet this cost, so that the work of completion and full equipment might progress without intermission, and without resort to new financial arrangements. This completion and equipment fund being held for the benefit of the road and its stockholders, and applicable only to this essential work, would greatly strengthen the securities of the road. I am not

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advised whether any such measure is in contemplation, nor is it for me to judge whether, under the law, there is authority reserved to the government to withhold for this object any portion of the subsidy in case this should be necessary to meet the end in view.

It has seemed to me that in order to carry this work over the *dead point*, generally felt in all newly opened roads, when the construction fund fails, and before the traffic can be fully diverted to a new channel, the government subsidies to this amount, instead of being added to the profits of building the road, should be devoted to perfecting and sustaining the work at its first opening. The interest of the stockholders, no less than that of the government and of commerce, would be thus promoted. The annexed copy of a letter to the president of the company, marked B, will further explain.

In the light of this whole subject I cannot forbear to suggest, though not strictly within the scope of this communication, that if the government should see proper to aid other lines across our unoccupied domain by similar subsidies or loans of credit, only a portion of such aid, say four-fifths, should, by law, be payable when the track is open for the running of trains, and the remainder one or two years afterwards, or when, on the judgment of a board of experienced railroad engineers or superintendents, the work shall have been brought up to the standard of a first-class road.

If we aim at securing across the continent the commerce of the world, we must provide not merely a thorough route over which trains can pass, but a railroad that in degree of completeness, perfection of management, and certainty of transit, shall invite that commerce.

As the Union Pacific railroad is of national importance, and to become a route of through travel and traffic for generations to come, it may be well, now that it is finally located, to notice the natural resources for operating and maintaining the work in the region through which it passes:

1. *As to fuel.*—Coal is the only resource. Fortunately the coal-field west of the Black Hill range is extensive, covering almost the entire distance thence to Salt Lake valley. This coal may be classed as lignite. It is found to answer well for locomotives. At the eastern base of this range the Denver coal will become available through that branch of railroad, while the Platte Valley division can be supplied from Iowa. Along the Platte and Lodge Pole valleys no coal has been discovered.

2. *As to water.*—From the Missouri river to the west side of Salt Lake valley, water suitable for locomotives is readily obtained at all points with the exception of the "dry desert," extending from Rawling's Springs to a point near Green river, near 100 miles, embracing the divide of the continent. Here the company have not yet, up to the time of my return, grappled with this vital question of water supply, but were laying the track by hauling water-tank trains. This presents an important question, and may involve a large future expenditure. Except along Bitter creek, the waters of which, for half the year, are supposed to be too strongly impregnated with alkali for this use, no indications of sufficient water for an important railroad were noticed. The grading contractors generally hauled water for their teams from two to five miles, and on one or two sections 10 miles, as we were told. The practicability of procuring water by deep borings through the sandstone and coal should first be tried. If this fail, there is a possibility of storing up the spring floods in reservoirs, if suitable localities can be found free from alkali. There is yet a third expedient, that of laying pipes from springs found in the mountain spurs, situated south, towards the overland stage route.

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3. *As to cross-ties.*—The Platte valley, for the first 300 miles, can be furnished more readily from the Missouri river and the lake region. Thence to the Humboldt valley, 1,000 miles, the small growth of mountain pine, such as has been used in the construction, is the only timber. This grows only in the cañons on northern exposures, where the drifting snows accumulate to a great depth and melt more gradually, giving continued moisture to the mountain soil. The northern slopes of the Snowy range, and the Medicine Bow mountains to the south, extending parallel with the road for perhaps 80 miles, the Wind River mountains on the north, the Uintah range on the south, with the Wahsatch range surrounding Salt Lake valley, will furnish ties for many years. They can in most cases be floated to the road by the mountain streams crossing its track.

4. *As to ballast.*—Along the Platte and Lodge Pole valleys gravel and sand for ballasting can be readily obtained. The decomposed granite found in great abundance on the Black Hills and Laramie plains furnishes superior ballast. Thence to the rim of the Utah basin no gravel banks were observed, though by the use of sandy material or broken stones the road can be ballasted. Along the Weber river and in Salt Lake valley coarse gravel abounds.

5. *Rerolling rails.*—The common iron rail wears very rapidly. Its rerolling has come to be an item of large expense on all American roads of heavy traffic. Inasmuch as the business of this road consists rather of passengers and the lighter but high-paying freight, the wear of rails will be less. Yet with its steep grades on the mountain slopes, and not very heavy rail, the railroad company will find it necessary to establish rolling-mills on its line within a few years. A mill at the eastern base of the Black Hills, using the Denver coal, (if found adapted to the working of iron,) another in Salt Lake valley, for which the coal of Weber valley is convenient, with a third mill intermediate, ultimately would bring the entire track within reasonable haul, except on the lower part of the Platte valley, which may find a rolling-mill on the Missouri, where so many railroads concentrate.

Respectfully submitted.

J. L. WILLIAMS,
Government Director U. P. R. R.

Hon. O. H. BROWNING,
Secretary of the Interior.

A.

Copy of telegram to Oliver Ames, president Union Pacific railroad.

OMAHA, *August* 6, 1868.

The undersigned, one of the government directors and member of locating committee, respectfully but earnestly remonstrates against any change of final location on Wahsatch range, as made by J. Blickensderfer, locating engineer, and approved by chief engineer, which shall increase grades over ninety (90) feet per mile. Having examined the ground, I know this maximum to be feasible at reasonable cost, and that it need not delay your rapid track-laying. Ninety (90) feet maximum grade being adapted to the general slope of the Wahsatch, and being the ruling grade from Missouri river to the Sierra Nevada, to exceed it here would materially impair the efficiency of this continental

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road, injure both its stockholders and the commercial interests, and increase the hazard of travel over this snowy range, with only a paltry advantage to the contracting company. If there exists a purpose of increasing this grade I trust it will be abandoned.

J. L. WILLIAMS.

B.

END OF TRACK, *July* 1, 1868.

DEAR SIR: I beg leave to submit for your examination the enclosed paper, explanatory of the suggestion of a "reserve fund." If not the best, it may lead to a more feasible scheme.

That there is a practical difficulty in the case all must admit. Your very rapid progress with the track without waiting, in all cases, to build permanent work, is for the interest of both the company and the country, and should be encouraged. But on the other hand, those representing the government may well hesitate to sanction the delivery of the entire subsidy, liberal as it certainly is, for the whole extent of the road, while the work is in so incomplete a state as it must necessarily be, when each successive twenty-mile section is presented for inspection.

It is unnecessary to remind you of the large expenditure required on any new road just opened in the way of improvement, enlargement, and equipment, before its facilities are adequate to earn, at reasonable rates, the large sum per mile which we all expect from the Union Pacific railroad.

I respectfully ask of you a careful consideration of this subject, that the true interest both of the company and the government, which, it seems to me, do not conflict, may be secured.

I should add that if the control of the work would certainly remain in the hands of the very respectable and wealthy gentlemen now holding the stock, no such precaution might be necessary, for they would put in fresh money as needed to make an efficient road. But in the ever-changing control of such works this is not probable.

Very truly,

J. L. WILLIAMS,
Government Director.

OLIVER AMES, Esq.,
President Union Pacific Railroad.

C.

Fall of rain (snow not included) at Fort Bridger, Utah Territory, for the year ending June 30, 1868, *as furnished by Dr. Waters, surgeon of the post.*

July, 1867	0.08 inch in depth.
August, 1867	0.42 inch in depth.
September, 1867	0.45 inch in depth.
October, 1867	None.
November, 1867	Slight rain, not measurable.
December, 1867	1.27 inch in depth.
January, 1868	0.03 inch in depth.
February, 1868	None.
March, 1868	None.

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April, 1868	0.16 inch in depth.
May, 1868	1.84 inch in depth.
June, 1868	0.03 inch in depth.
Total yearly fall	4.28 inches.

NOTE.—Had the water contained in the several falls of snow during the year been also measured, this statement would have been more satisfactory.

J. L. W.

No. 3.

FORT WAYNE, INDIANA, *November* 14, 1868.

SIR: The near approach to the meeting of the two Pacific railroad companies, with their respective lines of track, thus opening railroad traffic across the continent, gives importance to every fact bearing upon the success of this great national work. The manner of its construction, the degree of its completeness, and the probable cost as built, are believed to be points of special interest with the department at the present time.

Hitherto, much uncertainty has existed as to the cost of a railroad crossing the western half of the continent. The topographical surveys made by order of Congress in 1854, could, in one season, but partially develop this vast unoccupied region. Its adaptation for railroad construction, and the possibility of avoiding the rugged mountain districts by favorable east and west valleys, could be determined with certainty only by the definite final location. From the progress made in construction, the cost can now be estimated with sufficient certainty for any purposes of the department.

Having, as a member of the locating committee, passed over the line adopted, and having taken some notes during the careful professional examination of the entire work to Salt lake in July last, under your instructions, it seems proper, under the thirteenth section of the amendatory act, to report any facts obtained, throwing light upon this subject. This statement, so far as it bears upon the cost, may furnish the same information, but in different form, with that sought through the government directors by your letter of 7th October last.

It now seems probable that in the division of the work between the two companies, this company will build to some point near the northern extreme of Salt lake. Assuming the place of meeting to be a little west of Monument Point, supposed to be the best point for the junction of the projected Oregon branch, the total length of line built by the Union Pacific Company will be about 1,110 miles.

The cost of the road as shown on the books of the company is, of course, equivalent to the contract price per mile, which, for the first 900 miles, has heretofore been reported. Whether the last 200 miles has been let to the same contracting company, or is being built directly by the railroad company, I am not informed, but as heretofore built and accepted by the commissioners. But the *actual* cost to the contracting company, understood to be an association embracing most of the larger stockholders in the railroad company, is shown only by their private books, of which the government directors have no knowledge. In the present unfinished state of the work, even a full statement of the expenditure to date, by the contracting company, would throw little light upon

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the cost of the entire line. On this point a more satisfactory view can now be presented by an approximate estimate from the most accurate data available. A summary of such estimate for 1,110 miles I herewith submit. It does not include the whole cost as the road should be completed:

Estimate.

Grading and bridging 1,110 miles, including trestle-bridging, also, Howe truss-bridges, and stone culverts so far as built or commenced	$10,981,492
Iron rails for 1,110 miles, delivered on west side river at Omaha, including six per cent. of length in sidings	10,972,837
Spikes, chairs, fish-plates, switches, &c., delivered at Omaha, for the same length of road	1,018,923
Transportation of iron rails, chairs, spikes, &c., from Omaha to the track-laying party, averaging near 550 miles, including hauling out ties from Omaha, Laramie, and other points of delivery, with other miscellaneous transportation	2,228,069
Cross-ties for 1,110 miles, with sidings as above, delivered at Omaha, Laramie, and other points of distribution, about 3,000,000 in all, of which probably 1,850,000 are mountain pine, 150,000 cedar, 250,000 hard-wood, and 800,000 cotton-wood	2,942,500
Track-laying 1,110 miles, as per contract, including sidings and probable allowance for delays	1,160,000
Equipment on 1,110 miles, including rolling-stock, shops, stations, &c., estimated at same rate per mile as on first 710 miles	6,438,000
Add cost of preliminary surveys and final location from 1863 to 1868, inclusive, not including land and town site surveys, probably about	750,000
Add also for engineering and contingencies on construction, general expenses, interest on capital advanced at commencement of the work,* &c., say	2,000,000
Telegraph line 1,110 miles, as it is being built	333,000
Total	38,824,821

Average per mile, $34,977 32. Average per mile for 1,110 miles of track-superstructure, including sidings, and a fair proportion of the allowance for contingencies, $17,000.

The prices affixed are considered a liberal allowance for what has been actually paid to the sub-contractors, and for materials purchased, not covering the second profit which, of course, is due to the intervening contracting company.

In this statement of cost, the bridging, equipment, and general finish, as I found these items up to August last on the first 710 miles, including shops and station buildings then commenced, is taken as a basis for the whole line. All permanent bridges and stone culverts, since substituted in place of temporary trestle-work, together with the truss-bridges proposed on the Weber river, are also included.

The degree of confidence to which an estimate of such magnitude is

* No account is taken of interest paid by the company upon their first mortgage bonds on the one hand, nor of their receipts from net earnings of the road on the other hand.

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entitled can be better determined by stating its elements. The main items, such as iron, ties, track-laying, &c., being matters of public contract and purchase, can vary but little. These constitute over half the whole estimate. The items less certain are the grading, bridging, trestle-work, equipment, and general contingencies. Of the sufficiency of these every practical engineer acquainted with the route will form his own opinion. As respects the grading and trestle-work, the engineers who made the final location could, from their notes, make a more accurate estimate. The difference, however, could not materially change the general comparison between the *actual outlay* and means provided.

In the settlement between the board and the contractors, for the first 246 miles, reaching to the 100th meridian, made in December, 1866, the cost of iron rails delivered at Omaha was found to be near $135 per ton. This is taken as a basis for the first 440 miles, most of which was burdened with the large cost of Missouri river navigation. Iron rails for the last 670 miles have been and are being delivered at Chicago, under public contract as I understand, at an average of $83 to $85 per ton. They are estimated at $85. Adding railroad freight to the Missouri at two cents per ton per mile, with $2 50 per ton for transferring across the river, gives for this very large item a reliable standard of $97 50 per ton at Omaha. Hauling out iron and other materials to the end of track is placed at 2½ cents per ton of 2,000 pounds per mile.

As respects the grading, the two heaviest sections on the work have been carried into the statement at the estimate of the locating engineers, as reported to the company. In all there are nine or ten short sections of heavy grading west of and including the expensive parts of the Black Hills range, amounting to 45 to 50 miles. In most cases this is estimated, not from the engineer notes, but by comparison with other similar work. Intermediate between these points of heavy work, which embraces most of the rock excavations, the grading is generally of the ordinary character, corresponding in amount of material moved with the cheaper roads in the States further east. The very favorable formation in the Platte and Lodge Pole valleys is well known. These divisions are estimated by the mile in comparison with other similar work. The earth on the entire line is generally light and cheaply removed, which, in part, offsets the extra cost of supplies. The undersigned recognize the various and necessarily large expenses of a general and contingent character incurred in conducting an enterprise of such magnitude. For this the allowance of $2,000,000 would seem to be adequate.

For 1,110 miles of the road the cash value of the government bonds and the company's first mortgage bonds, for which this subsidy forms the basis, may be estimated as follows:

United States bonds, from Omaha to the eastern base of the Rocky mountains, (Black Hill range,) as fixed by the president, 526 miles, at $16,000	$8,416,000
Ditto thence for 150 miles, at $48,000	7,200,000
Ditto for remainder of 1,110 miles, being 434 miles, at $32,000	13,888,000
Total United States bonds bearing interest at 6 per cent. in currency	29,504,000

Average per mile, $26,580.

The company, as the road progresses, issues its own first mortgage bonds to the same amount. These 6 per cent. 30 year bonds, principal and interest payable in coin, are a prior lien to that of the government.

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Estimating the government bonds at par and the company's first mortgage bonds at 92 per cent., over all expense of agencies and commissions, the total cash proceeds amount to $56,647,680, averaging per mile $51,034.

The lands granted by Congress, whatever may be their value, not in my judgment very large, are a further bestowment from the government.

The gentlemen composing the contracting company, whose enterprise and experience so rapidly builds the road, merit large compensation. And it is gratifying to find from the foregoing estimates that, between the necessary outlay and the means provided by law, there is very ample margin for profit, after retaining in the hands of the government, to be expended by the company on the road, a liberal proportion of the unpaid subsidy, sufficient to complete and equip the work according to the standard of the law. If finished in this manner, under a higher rule of inspection than heretofore, the work will invite the through commerce between the two oceans, meet the great national objects in view, and secure safety, certainty, and despatch in its traffic.

The idea of bringing the road in its equipment, appointments, and permanent finish to the proper standard of an efficient work, by continuing the construction after opening for traffic, is by no means new. The first object in railroad construction is, very properly, to lay the rails, even on an incomplete roadway, if necessary, so as to transport stone, ballast, and other materials with which the road, its shops, &c., are enlarged and completed. Railroad managers of experience well know the necessarily large increase of the construction account during the first few years by work properly belonging to the original construction. There is nothing in the circumstances attending the Pacific railroad to make it an exception, but much to enforce the general rule. If diverse views exist on this point the difference can only relate to the source from which the completion and equipment fund shall be drawn. Not only the public interest but the value of the securities of the road will be promoted by putting into the work a further portion of the subsidy, rather than in burdening the future income with these necessary expenditures.

The delay in presenting these estimates beyond the time promised has occurred mainly from the necessity of awaiting a personal inspection of the profile beyond the Wahsatch range, the final location of which division was but recently completed.

Respectfully submitted.

J. L. WILLIAMS,
Government Director Union Pacific Railroad.

Hon. O. H. BROWNING,
Secretary of the Interior.

No. 4.

FORT WAYNE, INDIANA,
December 10, 1868.

SIR: The undersigned begs leave to refer to a paragraph in the annual report from the Interior Department, dated November 30, 1868, which gives a summary of the probable actual cost in building the Union Pacific railroad, and respectfully suggests that his meaning in the statement of 14th ultimo, probably from want of clearness, was misapprehended on one point.

I was understood as estimating "the cost of *locating, constructing,*

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and completely equipping the road and telegraph line" at an average per mile of a fraction less than $35,000. But this was intended as an approximate estimate of the actual outlay by the contracting company in opening the road for traffic, with only that degree of completeness in which the several 20-mile sections had been heretofore built and accepted by the commissioners, with an average equipment in rolling stock, shops, &c., such as I found on the first 710 miles in August last. Whatever further sum per mile the President of the United States may determine shall be expended in the full completion and equipment, under the late report of the examining commissioners, to bring it up to the standard of the law, must be added to my estimate of $35,000. This aggregate will show the actual expenditure per mile in locating, constructing, and fully equipping a single track railroad, 1,110 miles in length, across that portion of the continent lying between the Missouri river and the north end of Salt lake.

That there may be no misunderstanding on this subject, bearing as it does upon the general question of railroad construction across the western half of the continent, the undersigned begs leave to present this explanation as a supplemental report to accompany the one which he had the honor to make on the 14th November last.

With high respect, your obedient servant,

J. L. WILLIAMS,
Government Director Union Pacific Railroad.

Hon. O. H. BROWNING,
Secretary of the Interior.

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UNION PACIFIC RAILROAD.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN ANSWER TO

A resolution of the House of the 16th ultimo, relative to report of special commissioners to examine the work on the Union Pacific railroad.

JANUARY 5, 1869.—Referred to the Committee on the Pacific Railroad and ordered to be printed.

To the House of Representatives:

I herewith communicate a report of the Secretary of the Interior, in answer to a resolution adopted by the House of Representatives on the 16th instant, making inquiries in reference to the Union Pacific railroad, and requesting the transmission of the report of the special commissioners appointed to examine the construction and equipment of the road.

ANDREW JOHNSON.

WASHINGTON, D. C., *December* 18, 1868.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., December 18, 1868.

SIR: I have the honor to acknowledge the receipt of the resolution adopted by the House of Representatives on the 16th instant, which you have referred for report.

The resolution is as follows:

Resolved, That the President be requested to transmit to this house the report of the special commissioners to examine into the character of the work on the Union Pacific railroad, and to inform the House what attempts, if any, have been made on the part of the said railroad company to obtain money from the government for building said road, without having constructed the same in conformity to existing laws. And also, to further inform the House the amount of bonds issued to said railroad company, and if sufficient amount has been retained in the hands of the government to guarantee its completion as a first-class road, in further accordance with the existing law.

I respectfully state in reply, that a copy of the report referred to in the resolution was this day transmitted to the House of Representatives, pursuant to their resolution of the 15th instant.

The company have received bonds on 900 miles of their road, amounting to $22,798,000.

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The commissioners have submitted favorable reports upon two sections, of twenty miles each, but no executive action has been taken upon them. The amount of $1,280,000, which will be due to the company in the event of your acceptance of these sections, is thus retained by the government.

The government subsidies that will be earned upon the completion and equipment of the remainder of the road will, it is believed, be sufficient, with the foregoing amount, "to guarantee its completion as a first-class road."

I am not aware that any attempts of the character mentioned in the resolution have been made by the said company.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

The PRESIDENT.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. 15, Pt 3.

UNION PACIFIC RAILROAD.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

IN ANSWER TO

A resolution of the House of the 30th ultimo, transmitting report of the president of the Union Pacific Railroad Company.

FEBRUARY 4, 1869.—Referred to the Committee on the Pacific Railroad and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., February 3, 1869.

SIR: In accordance with the resolution adopted by the House on the 30th ultimo, I have the honor to transmit herewith "a copy of the report of the president of the Union Pacific railroad, of December, 1868, relative to the report of the special commission of which General G. K. Warren was president."

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

WASHINGTON, D. C., *December* —, 1868.

SIR: We have the honor to submit the following statement in relation to the examination of the Union Pacific railroad by the special commission appointed by you, and to respectfully show the amount of work done, contracts made, &c.

First. We are certain that the report is viewed by the government in a sense different from that intended by the commissioners in making it, for the following reasons: This commission examined 90 miles of the road which had never been submitted to the government for acceptance. Upon this 90 miles no machine-shops, stations, nor round-houses had been erected, and nothing, in fact, had been done except grading, the track laid, and bridging partially completed. It is now proposed by the government to withhold the issue of bonds for the completion of this 90 miles of the road; but, since the examination of the special commission, station-houses, tanks, windmills, round-houses, coal-sheds, and the larger bridges have been built, and the regularly appointed commission have

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examined and approved the same. There is no ground for withholding the issue of bonds by the government upon this 90 miles of road, except the fact that there are certain trestle bridges which will in due time be replaced by permanent structures, and we respectfully submit that this fact does not furnish a sufficient reason for such refusal to issue the bonds by the government. On this 90 miles are six of the largest bridges on the road, viz: Green river, 650 feet span; four crossings of Black's Fork, 450 feet span each; and one crossing of Ham's Fork, 150 feet span. On these streams the special commissioners estimated for Howe's truss bridges, with stone piers and abutments, the same kind of structures required by the chief engineer, and the same that have been contracted for and already built and delivered by Mr. Boomer, our bridge contractor.

Second. The commission, after giving the location of the line a critical examination for 1,000 miles, speak in the highest terms of its general direction, the ability shown in overcoming the difficulties of the country, and the adaptation of the line to the country; and in all this 1,000 miles of the road they find but four points wherein the location is defective, and in these in details only, and not in direction or grades or the selection of country through which it passes, but in the detail of alignment, which would not change in the least the general character of the road.

Now, the company respectfully submits that no road in the world was ever constructed of an equal length where so few points have been found faulty by a commission of eminent engineers; and at these points the defects do not exceed the limit of the law, consisting, as they do, of grades and alignments wholly within the requirements of the law. At two of the points referred to the location was laid as it now is with a view of hereafter reducing the curvature and using the material as it is needed on the road in repairs. This is often done, and finally brings the line to its proper direction without in the first instance incurring the expense of removing material, which is needed and can be advantageously used after the track is laid. Upon our road, as soon as a section is completed, six to twelve section men are placed on every six miles of the road, whose duty it is to make all needed repairs in tanks, ditches, cuts, and track; to lay and keep the track up to its proper position; and the section men relay all curves not properly bent, which are very few when the length of the road is taken into consideration. The commission find that the curves should be relaid only on sharp curvatures. These section men are necessarily employed upon the road, and the labor of maintaining the grade, relaying of curves, &c., involves no additional expense to the company; and we submit that the issue of bonds should not be delayed on this account. No engineer or railroad superintendent in the country would deem such action just or necessary.

Again, we have on the road five separate, full construction trains, with steam-shovels, &c., which are constantly at work filling out the banks, ballasting the road, and keeping it up to its proper status and level. Nearly all the banks lacking width are those on the portion of the road which has been built this season. The narrowness arises from the fact that the earth, when first put into banks, does not find its natural slope; when it finally obtains this slope it necessarily narrows at the top. The construction trains fill in these banks from the nearest cuts, and widen them to the proper width; and for the performance of this work the government certainly need not require any guarantee, as it is work necessary to be done in order to safely run the road, and has been faithfully performed by the company for the past three years, and up to the last year, we being necessarily behind with this work one season. The commission makes no assertion that the company is not doing

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this work as fast as practicable; but, on the contrary, affirm that it is being done, and that the company are using all proper energy and means to build and complete the road.

The special commissioners, in their report upon this subject, say that—

Taken as a whole, the Union Pacific railroad has been constructed; * * * the energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed, are without parallel in history. * * * Deficiencies exist, but they are almost without exception those incident to all new roads, or of a character growing out of the peculiar difficulties encountered or inseparably connected with the unexampled progress of the work—a matter of the greatest importance, and highly creditable to the able managers of the company; * * * and the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices.

BALLAST.

The work of ballasting the Union Pacific railroad is entirely different from that necessary to be performed on any road in Iowa, Illinois, or any eastern State. There all roads must be thoroughly ballasted with a material different from the road-bed; and if these roads had the natural soil—sand or gravel—over which the Union Pacific railroad is built, *it would be the very material chosen with which to ballast them.* We assert that on all of the Union Pacific railroad line where ballast has not been used, except a small portion of the Platte valley, the Red Desert, and Bitter creek—not exceeding 200 miles—the natural sandy or gravelly soil of the country, which is now used as ballast, is as good as any in the country, makes a smooth road, gives elasticity, firmness, and durability to the superstructure that all roads endeavor to secure for their ties and track; and no person who has ever been over the line of the Union Pacific railroad will for a moment compare it unfavorably with any road in the United States in the ease, comfort, and smoothness with which the cars are run.

The statement of the commission, that the road-bed is laid in the bare bank, is liable to mislead. It was not the intention to state that the road had not its track well filled and rounded, or its ties well and firmly bedded; but it was, no doubt, the intention of the commission to convey the impression that this had been done with the same material of which the road-bed was composed. This we admit; and we claim that on all the road, except the 200 miles above referred to, it makes as good a road-bed as those of the ballasted roads of the east. On this 200 miles the company intend to fully ballast the road with the proper material as soon as the season's work is delayed by the severity of winter, using the construction cars and labor now being used in pressing the construction of the road. If the government desires security in reference to this point, the company is prepared to give any guarantee in reason, and to such amount as will fully cover the cost of completing the ballast. The cost per mile of ballast, 10 inches in depth below the bottom of the ties, with ties bedded and track surfaced, is about $1,500 per mile.

STATION-HOUSES, WATER-TANKS, ETC.

At the time the commission examined the road there were no station-houses, water-tanks, or windmills on the 90 miles of uncompleted road; but since then these structures have been completed, so that there are are now on the 890 miles of the road 64 station-houses, costing $3,800 each; 15 coal-houses, 73 tanks, and 70 windmills; or a station-house to every 14 miles of road, a coal-house to every 56 miles of road, and a tank to every 11½ miles of road.

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The houses are built of the very best material, upon stone foundations, and are equal to those of any road in the United States, and far superior to those on any other road receiving subsidy from the government. On each running division the company have built large and commodious eating-houses, costing from $14,000 to $45,000 each. No better can be found on any road in the country. Many station-houses on the line are built solely for the accommodation of our telegraphic operations, and no freight is either taken from or left at them; they have been constructed with a view to the future growth of the business of the road, and years will elapse before it will be necessary to enlarge them. Under the law we are required to build only a sufficient number to meet the requirements of the business of the road, but we have far exceeded these requirements.

ROUND-HOUSES.

On the 890 miles of road are the following round-houses:

	Stalls.		Stalls.
Omaha	20	*Sherman	5
North Platte	20	Laramie	20
Grand island	20	*Medicine Bow	5
Sidney	10	Rawling's springs	10
*Cheyenne	20	Bitter creek	10
Total			130

To be built: round-houses at Bryan, 20 stalls, costing $85,000, which will house one engine to five miles of road, provided they were all idle, which is more than enough to do the traffic of the road for several years to come. One engine to seven miles of road now is equal to all the work of construction, and all the travel and trade upon the road. The commissioners in their report admit that the round-houses now on the road are sufficient for the present, and submit estimates for the future only. We quote from the report of the commissioners:

> The accommodations for the care, maintenance, and repair of the rolling stock, erected and designed, are likewise sufficient to meet current demands. * * * Additional locomotive stalls, turn-tables, shop-room, and machinery will be required to meet the growing demands of the road, and to be prepared for its final opening as a through line.

MACHINE SHOPS.

There are on the 890 miles of road the following machine shops:

Omaha.—One machine shop, 60 by 120; engine house, 26 by 90; car shop, 70½ by 150½; wing, 35½ by 100; car shed, 30 by 150; paint shop, 38 by 125; oil house, 32 by 20; wing, 32 by 20; foundry, 50 by 75; wing, 36 by 31; addition, 20 by 33; shed, 500 feet; one blacksmith shop, 50 by 76; one blacksmith shop, 25 by 100; tin shop and iron room, 40 by 50; oil room, 26 by 40; one blacksmith shop, 76 by 200; store-room, 83 by 76; all built of stone and brick except the sheds.

Grand island.—Blacksmith shop, 25 by 60.

North Platte.—One machine shop, 100 by 150; wing, 33 by 47; one blacksmith shop, 60 by 100.

Sidney.—Blacksmith shop, all constructed of brick.

Cheyenne.—One machine and boiler shop, 204 by 104, one-fourth completed; one engine house, 46 by 46, one-fourth completed; one blacksmith shop, 135 by 175, completed; one engine house, 75 by 170, one-fourth completed; one oil house, all of stone, one-fourth completed.

*Completed since commissioners examined the road.

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Laramie.—One machine shop, 100 by 150; blacksmith shop, 60 by 100; engine house, 46 by 46; oil house, 30 by 24; all of stone.

Rawling's springs.—One machine shop, 100 by 150; one blacksmith shop, 60 by 100; all of stone.

At Bryan the shops are contracted for, and material is being got out to build them in the spring upon the same plan as the shops at Laramie. For each of these shops all the machinery, tools, and stocks has been purchased of the most approved and modern pattern, and they are all on the ground. The shops have been built and the machinery and tools purchased with a view of doing 50 per cent. more work than the business of the road will demand for at least two years; and they are all built upon plans with a view to enlargement. They possess a capacity of repairing at one time 24 engines and 100 cars; and the company are now building and turning out 20 cars per week, with material on hand at all times sufficient to construct 200 cars.

We submit that no road with the business of the Union Pacific railroad, in the United States, has the shop capacity or appointment that this road has; and no road receiving government subsidy in bonds has one-half the money per mile invested in shops and machinery as the Union Pacific railroad now has.

ROLLING STOCK.

The day the commissioners made their examination there were upon the road 117 locomotives; 19 first-class passenger cars; 8 second-class passenger cars; 62 caboose cars; 21 baggage and express cars; 2,041 flat box and freight cars; 16 bridge, derrick, and other repair cars. Cash cost, $3,500,000, as per price estimated by the commission, making about $4,000 per mile cost of equipment. This number gives one engine to every seven miles of road; one passenger car to every 33 miles of road; and two and a half freight cars to every one mile of road, an equipment that was doing fully the entire business of the road; together with the immense tonnage carried over its entire length this season; enough to furnish all the supplies of iron, bridge material, ties, station houses, tanks, machine shops, &c., of the 400 miles built; together with all the supplies for some 20,000 men and 10,000 teams engaged in the construction of the road. Withdraw this construction material, and one-half of the rolling stock would be dispensed with. When the road is completed, all the rolling stock used to supply the material for construction will be free to take the freight of the country and do the business of the road.

At this time the company has under contract the following: 150 freight cars by Michigan Car Company, Detroit; 100 freight cars by Detroit Car and Manufacturing Company, Detroit; 100 freight cars by McNeary, Claflin & Co.; 100 box cars by Michigan Car Company; 6 passenger cars by Michigan Car Company; 20 locomotives, contracted for in Schenectady, Philadelphia, Paterson, New Jersey, and other points, to be delivered in the month of December.

The commission distinctly state in their report that the rolling stock on the road is "well constructed, and the amount on hand probably sufficient for the present requirements of the road." How, then, with the large amount on hand, used solely in construction, can the commission or government undertake to say what will be needed when the road is completed? Time only can decide that, and no company would be justified in building cars now which may not be used two years hence. The company certainly have fulfilled more than the letter or spirit of the law

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so far as rolling stock is concerned. To show the increase of rolling-stock since the commissioners examined the road, there was on hand December 1, 124 engines, 21 first-class passenger coaches, 10 second-class passenger coaches, 81 caboose cars, 16 baggage and mail cars, 8 sleeping cars, 520 box and freight cars, 1,734 flat cars, besides 10 bridge and repair cars, and 6 extra president's coach cars, &c.

By comparing the rolling-stock on our road with that of other roads of the United States, and then taking into consideration the character of the country through which they run—one class with immense local trade while the other has none, one also with feeders tapping it at all points while the other has none except at its termini—a satisfactory conclusion may be reached as to the ability of the road to do its business with the rolling-stock now on it. The most lucrative roads in the United States give the following data:

New York Central railroad.—Locomotive engines, 1 to 2 miles in 1867; passenger cars, 1 to 2 miles in 1867; freight cars, 6 to 1 mile in 1867.

Chicago, Burlington, and Quincy railroad.—Locomotive engines, 1 to 3.6 miles in 1867; passenger cars, 1 to 4.2 miles in 1867; freight cars, 5¼ to 1 mile in 1867.

Michigan Central railroad.—Locomotive engines, 1 to 3¼ miles in 1867; passenger cars, 1 to 4 miles in 1867; freight cars, 5 to 1 mile in 1867.

Erie railroad.—Locomotive engines, 1 to 3 miles in 1867; passenger cars, 1 to 4 miles in 1867; freight cars, 7 to 1 mile in 1867.

Illinois Central railroad.—Locomotive engines, 1 to 5 mile in 1867; passenger cars, 1 to 10 miles in 1867; freight cars, 4⅛ to 1 mile in 1867. The above are the trunk roads of the United States running through a country whose local trade is immense, and with all the travel and traffic flowing from east to west and *vice versa*. Other roads of less importance vary from 1 locomotive to 5 miles to 1 locomotive to 12 miles, with 1 passenger car to 5 miles to 1 to 30 miles, and from 1 freight car to a mile to 3 per mile. We therefore submit that with a road of the length of ours, with comparatively no local trade, our rolling-stock, with one exception, (passenger cars,) is far more than the average of the roads of the country, and more than equal to the business that can be expected for the first two years to go over it. If we take into consideration the locomotives on hand or *en route* from the shops to us, we shall have one to every five miles, and of freight cars three to every mile. Taking the amount of stock on hand and the amount which the commission estimate will be necessary after the entire road is completed, there would be on the road: One engine to 5 miles of road; 1 passenger car to 12 miles of road; 3 freight cars to 1 mile of road.

Again, the commission does not estimate as much equipment for the road, including stations, round-houses, tanks, machine-shops, and rolling-stock, per mile, as the company's contract with its contractors provides shall be placed on the road, being $7,500 per mile; and payment for all that it falls short of this amount, the chief engineer of the road is, in the contract, obliged to retain for any future contingencies. We also assert that the amount of rolling-stock, machinery, stations, equipment, machine-shops, &c., is far greater per mile over our road than upon any other receiving the government subsidy; and it is difficult to see why, in justice to us, the government should receive any additional guarantee for this part of the road, unless it might be for passenger cars. But for this item the company have made ample preparation for a full supply against the time when they shall be needed.

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The equipment on the Union Pacific railroad, compared with that of the Central Pacific railroad, which one commission has reported as sufficient, is as follows:

Name.	Locomotives.	Passenger cars.	Freight cars.	Locomotives per mile.	Passenger cars per mile.	Freight cars per mile.
Union Pacific railroad, 890 miles	124	29	2,254	1 to 7	1 to 23	2½
*Union Pacific railroad, eastern division, 405 miles	29	21	878	1 to 14	1 to 19	2 2
*Central Pacific railroad, 490 miles	71	12	1,156	1 to 7	1 to 40	2½
Sioux City and Pacific, 69½ miles	6	4	99	1 to 11½	1 to 17	1½
Atchison and Pike's Peak, centre branch of Pacific, 100 miles	6	4	129	1 to 16⅔	1 to 25	1½

*The first 150 miles of the road is of so heavy grades that it takes double the machinery to do the business that it does on any other of the Pacific railroads of the same length.

Thus showing that the Union Pacific has a far greater per cent. on its road than is to be found on all others.

STRUCTURES.

The commission, in their estimate on structures, divide the estimate into two classes: 1st. The Howe truss bridges over the larger streams, requiring 80 feet spans or more. 2d. The stone structures to replace wooden trestles and pile bridges. They estimate the cost of the first at $981,556. For the same bridging we estimate, from its actual cost as per our contract prices, $855,000. The difference is, no doubt, in the prices paid upon the materials, and not in the quantities. The estimate of our engineer must be correct, for they were made on the ground and in detail. The basis which the commission assumed in the examination of the road, that nothing was estimated on the road but what was completed and in its place, enables us to show how much of the work has been done since the examination was made. All the truss bridging that the commission estimated as wanted, had been contracted for, and a large proportion of it was on the ground but not in place. Since then a large number of the bridges have been put in place, and all have been forwarded from the contractor's shops to the road, except four bridges, so that there should be deducted for this amount as follows:

	Feet.
Two over the Laramie	300
One over the Medicine Bow	200
One over the North Fork Platte	600
Twenty over Bitter creek, 20 crossings	2,450
One over Green river	600
One over Harris's Fork	150
Four over Black's Fork, four crossings	1,800
Total, Howe truss	6,100

Which at $45 per foot amounts to $274,500.

The masonry for the abutments and piers of these bridges is all under contract. Five quarries are opened, and before spring the bridges, for our own security, will be in place. This will make a further deduction

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of $175,000, which, with the above, makes a total of $449,500, leaving a balance for the company to expend to complete the work of $405,500. Thus it will be seen that the government is secure that the work will be done, as the contracts are all made and the bridging is being finished as rapidly as possible. For the faithful performance of the work the company is willing to give a proper guarantee.

The question of replacing wooden trestles and pile bridges is a question purely of the construction of the law. The commission have overestimated one-third of the number. We estimate the actual cost of putting them in. The company built 100 single and double arch culverts, at a cost of $900 each. Since the commission examined the road the company have completed 30 more culverts, of the most expensive character, on the line of the road. The balance to be built would not cost over $600 each. Thus deducting, for the 30 finished since examination, the sum of $27,000, and the deduction for overestimate of 300 culverts at $500 each, (the commissioners estimate at $1,500 each, while the actual cost is only $1,000,) is $150,000, making a total of $177,000, which, being deducted from the estimate of the commission, $656,100, leaves the sum of $488,100, for which the company is willing to satisfactorily guarantee the completion.

Reduction of grades in Omaha.—The commission has overestimated the cost of the reduction of this grade. The company has contracted for it, in connection with the building of the bridge over the river, at a total cost of $150,000, which reduces very materially this item.

Dale creek bridges.—The commission appear to be undecided whether they should make a charge for this item, as it is a bridge they admit will stand for 20 years. It seems to us it is a permanent structure, and, at best, government would not desire to retain funds to secure the building of structures so far in advance. The other items are of minor importance, will soon be completed by the company, and the time a guarantee will be needed will be so short that we do not deem it necessary to discuss it. Upon the above statements we claim the throwing out entirely or reduction of estimates on the following items:

First. Change of location—because, as a general location, it is reported good, and none of the line infringes, in any manner whatever, the law. The Central Pacific railroad use 116-feet grades, 10° curves; the Union Pacific railroad only 90-feet grades, and 6° maximum curves, and the commission reports the line as acceptable and within the limits of the law	$200,000
Reduction of grades near Omaha by overestimate, the contract having been let, reducing the commissioners' estimate	150,000
Reduction of ballasting, for reason fully given	607,000
Reduction in substituting structure, by overestimate on truss bridging	126,556
Overestimate in substituting stone for wood culverts	150,000
Reduction of Dale creek bridge, it being now a permanent structure, according to description of bridge given by commission	100,000
Repairs to 73 engines, that not being a proper item to charge to the construction account of a railroad, and not being sustained in any manner by the law; the commission states that the locomotives are all of the best manufacture and in good condition. Such an item is chargeable only to repairs, and this item goes into the running expenses of a road and is paid for out of its earnings	150,000

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Sixty passenger engines, not required, as shown heretofore, and as stated by the commission, that the rolling stock is now sufficient to do the business of the road	$840,000
Five hundred box freight cars, for same reasons	450,000
Additional stalls for engines, for reasons stated, show that there is now enough to house one engine to every five miles of road, more than enough to fully supply the road	200,000
Total	2,976,556

Second. The company claim a reduction for work done, and material on hand for completion of the road examined, and for road completed since the commission examined it; the commissioners stating that they had examined 90 miles which had never been submitted to government, and made no allowance for any work partially built, or material on hand or en route, as follows, and for reasons heretofore given:

Completing embankments, being done by section men of the road	$120,000
Substituting structure, truss bridging, (the amount having been expended since examination)	449,500
Thirty stone structures built	27,000
For 400,000 surplus ties on hand, to be used in replacing cottonwood ties	400,000
Total	996,500
Estimate of commission	$6,489,550
Total amount claimed for reduction	3,973,056
Balance	2,516,494

Government should take into consideration this view of the question, that no road in the United States is completed to-day. The wear and tear of a road require renewals of some portions of it yearly, but no one would for a moment consider that such matter should be charged to its original construction. Our best roads renew their iron once in five years, their ties once in eight, and their rolling stock once in ten, while the renewal of machinery, of stations, and of tools, the enlargement of shops, and the increased supply of water, go on continually, and are a daily charge to the repair account. If government were to assume that it was to retain a fund not only first to build the road, but also to rebuild it and keep it in repair for all time to come, or even until its final completion, there would be no end to the questions that would arise, and to the difficulties the company would have to encounter. The road *once* well built, with its structures *permanent*, its shops sufficient to do its business, the rolling stock ample for the business of the road, its stations, tools, and all appurtenances required for a first-class road, is all government can ask, is all Congress contemplates, and, finally, all that the law requires. That we have these now, or are in the act of obtaining them, we here assert; and, further, that we have come nearer a complete compliance with the law than any other road receiving government subsidy, while we are the only road from which bonds have been withheld.

The company, in approaching this matter, have done so with a full knowledge of the fact that they have used every means in their power to complete the road as fast as possible, and in a substantial manner,

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the cost to them of doing this has been at least 25 per cent. more than it would have been had they built the road as other roads have been constructed; and they supposed the progress of the road, the character of its construction, of its shops and equipment, would have been sufficient guarantee to the government of the intention and determination to complete it fully up to the requirements of the law. They have underestimated rather than overestimated the amount of work done to replace what was required by the commission, have refrained from throwing out many items which under the law they certainly might have done, and have allowed liberal estimates, for the reason that they desired that the country and the government should know and feel secure in the management of this great trust; and they now demand of the government that the commission which has examined this road, the Union Pacific, eastern division, and the Sioux City and Pacific, shall examine the Central Pacific under the same instructions and upon the same basis, so that the government may be assured as to the character of our road by comparing it with other Pacific railroads. Again, if we are obliged to guarantee to government the completion of the road in a certain manner, we must insist that the entire line to the Pacific shall be built and finished in this manner. And we claim that it will cost less per mile to bring the Union Pacific railroad up to every standard of perfection and completion that the government may establish than any of the other roads receiving government subsidy; that we have more and better permanent structures per mile, more and better stations, water-tanks, coal-houses, windmills, and a far greater per cent. of side track per mile, than any of the other roads receiving government subsidy; that we have more rolling stock per mile, more machine shops and round-houses per mile, more ties per mile, and a better road-bed, wider cuts, and more ballast; and that our location is better from the fact of less grades and curvature—we not in any instance using the maximum grade allowed by law. All these are facts that can be verified by comparing the official reports now in the Department of the Interior, regularly filed by the commissioners at each examination of the road; and we most respectfully demand that the same rules and the same restrictions placed upon us shall be placed upon all Pacific railroads receiving government subsidy in bonds. We ask nothing but what is just and right; and the government, for its own protection, and in justice to us and to all roads receiving a government subsidy, should have them all examined in the same manner, by the same men, and under the same instructions.

OLIVER AMES,
President of Union Pacific Railroad.

The PRESIDENT OF THE UNITED STATES.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 16.

REVENUE.

REPORT

OF THE

SPECIAL COMMISSIONER OF THE REVENUE

For the year 1868.

JANUARY 5, 1869.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *January* 5, 1869.

SIR: I have the honor to present to you herewith the report of the Special Commissioner of the Revenue, and respectfully ask the attention of Congress to its recommendations.

I have the honor to be, very respectfully, &c.,

H. McCULLOCH, *Secretary.*

Hon. SCHUYLER COLFAX,

Speaker House of Representatives, Washington, D. C.

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REPORT

OF THE

SPECIAL COMMISSIONER OF THE REVENUE.

TREASURY DEPARTMENT,
OFFICE OF SPECIAL COMMISSIONER OF THE REVENUE,
Washington, D. C., January, 1869.

SIR: I propose in this my third annual report, which I have the honor herewith to present, to ask through you the attention of Congress to the results of a somewhat extended investigation, instituted with a view not of establishing or confirming any particular theory, but rather of determining, through the collection of positive data, what policy in legislation is likely to prove hereafter most advantageous to the revenue, and most certain to establish the credit and industry of the whole country upon a sound and substantial basis.

As all reasoning in respect to the future must necessarily be predicated upon the experience of the past or present, it is obvious that the first step or starting point of this inquiry is involved in the determination of the question as to what is

THE PRESENT CONDITION OF THE CAPITAL AND INDUSTRY OF THE COUNTRY.

The facts which constitute an answer to this question are to a considerable degree contradictory and paradoxical. On the one hand there is much that indicates that the country is rapidly recovering from the effects of the war, and resuming that wonderful career of progress and development which especially characterized its history during the period embraced in the thirteen years from 1847 to 1860. On the other hand there is another class of facts which as unmistakably indicate the existence of agencies which tend to arrest or obstruct national development, and which foster speculation, idleness, extravagance of living, discontent with moderate and slow gains, haste to be rich, and the spirit of trading as distinguished from the spirit of production.

It is proposed, in the first instance, to briefly state the evidence in support of the first proposition; and although this evidence has been presented in great part already by the Commissioner in his two previous reports, yet a recapitulation of the leading elements of national wealth, on which rest the elements of national credit, can never be considered as untimely so long as a distrust of the resources of the nation is for any purpose fostered and encouraged—particularly by persons holding official or other public positions. This evidence may be grouped as follows:

FIRST; IMMIGRATION.—From the 1st of July, 1865, to the 1st of December, 1868, about 1,000,000 natives of foreign countries have sought a permanent home in the United States. Investigations made some years ago (since when the character of the immigration has greatly improved) showed that these immigrants bring with them specie or its equivalent

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to the average amount of eighty dollars per head; while their average value to the country as producers cannot be estimated at less than half the average value of an ordinary laborer in the south prior to the war, viz: $1,000 each. Immigration, then, since the termination of the war, may be regarded as having added $80,000,000 directly, and $500,000,000 indirectly, to the wealth and resources of the country.

SECONDLY; A GENERAL INCREASE IN THE PRODUCTS OF DOMESTIC INDUSTRY.—The Commissioner is fully aware of the difficulties attendant upon the determination of estimates in this department; prices, with the present irredeemable, fluctuating currency being wholly valueless as a measure; while a statement of quantities, to be strictly accurate, must be considered not only with reference to quality, but also to the normal increase in production, which under all circumstances accompanies an increase of population. Nevertheless, the wealth of the country is its capacity for annual production; and an analysis of this production is the surest, and at present the only, available method of testing that wealth.

Speaking generally, however, in the first instance, the Commissioner asserts that all the available data tend to establish the following conclusions, viz: That within the last five years more cotton spindles have been put in operation, more iron furnaces erected, more iron smelted, more bars rolled, more steel made, more coal and copper mined, more lumber sawed and hewn, more houses and shops constructed, more manufactories of different kinds started, and more petroleum collected, refined, and exported, than during any equal period in the history of the country: and that this increase has been greater both as regards quality and quantity, and greater than the legitimate increase to be expected from the normal increase of wealth and population.

To support this general statement, the following specific evidence may be adduced:

1. *Cotton manufacture.*—The number of cotton spindles in the United States, according to the census of 1860, was 5,235,727. From 1860 to 1864 there was little or no increase of cotton machinery, but possibly a diminution—many mills, under the great demand for army clothing, having been converted into establishments for the manufacture of woollens. The number of spindles, however, at present in operation, is shown by the recent returns of the American Cotton Manufacturers and Planters' Association* to be about 7,000,000, a gain of 31.78 per cent. in from four to five years, and mainly since the termination of the war in 1865.

* The experience of this association strikingly illustrates the importance as well as immediate practical benefits of organized and properly conducted inquiries in respect to specialties of industry. Thus, one of the first steps taken by the association referred to, immediately after its organization in the spring of 1868, was to ascertain definitely, through its members, the number of cotton spindles in operation in the country; which number the most reliable and accepted estimates then available had placed at about 5,250,000. When the returns sent in were collated, it was found that the number of spindles actually in operation was largely in excess of prior estimates, and approximated or exceeded 7,000,000, a conclusion which at once led to another very important inference; for, making all due allowance for differences in the character of the manufactured product, (fine work requiring less cotton than coarse,) it followed that the minimum consumption of the raw material by the cotton mills of the United States could not have been much less, for the cotton year 1867–'68, than 900,000 bales. The commercial returns of the receipts of cotton, published weekly, indicated, however, a very much less rate of consumption in the United States; and even when corrected on the 1st of September, the end of the cotton year, the quantity stated as having been consumed was considerably less than what the returns made to the manufacturers' association would indicate.

This error has arisen from the change in the system of transportation. Before the war the receipts at the ports afforded a sufficiently accurate indication of the quantity of cotton delivered by the planters, as very little cotton was then sent north by inland routes; but it is now estimated that from 25 to 35 per cent. of the cotton consumed in the north is carried by

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An estimate, based on less perfect data, given in the last annual report of the Commissioner, fixed this increase at only from 15 to 20 per cent.

2. *Woollen manufacture.*—Imperfect statistics, collected by the Northwestern Woollen Manufacturers' Association, show the increase in the woollen manufacture of seven States of the west, viz., Ohio, Michigan, Indiana, Illinois, Wisconsin, Iowa, and Minnesota, to have been since 1860 as follows:

	No. of establishments.	Capital invested.	Sets of machinery.
1860	259	$1,616,740	294
1868	537	5,448,000	995

3. *Pig iron production.*—In the department of iron industry the Commissioner would again call attention to the fact stated in his previous report, that the recent average annual increase in the production of pig iron is remarkably uniform and greatly in excess of the ratio of increase of population; the latter, at the present time, being assumed at about the ratio of increase from 1850 to 1860, viz., 3½ per cent., while the annual increase in the product of pig iron, during the last five years, has been as follows:

Annual product of pig iron from 1863 *to* 1868.

	Tons.	Annual increase.
1863	947,604	
1864	1,135,497	19.82 per cent.
1866	1,351,143	9.50 per cent.
1867	1,447,771	7.16 per cent.
1868, (estimated)	1,550,000	7.06 per cent.

For the seven years from 1860 (when the production was 913,770 tons) to 1867, the average annual increase has been 8.35 per cent.

This increase is in excess of the present average annual increase of the pig iron product of Great Britain, which since 1863 has been as follows

	Tons.	Increase.
1863	4,510,040	
1864	4,767,951	5.71 per cent.
1865	4,819,254	1.08 per cent.
		Decrease.
1866	4,523,897	6.50 per cent.

In France the annual product of pig iron was in 1866 1,253,100 tons, and in 1867, 1,142,800 tons, showing a decline of 110,300 tons.

In Austria the official returns of the iron trade show a diminution of 42 per cent. in 1866 as compared with 1860; and of 60 per cent. as compared with 1862.

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inland routes directly to the mills, being sent north *via* Memphis, Louisville, Cincinnati, &c., and thence by railroad to the points of consumption.

The weekly commercial statements indicated a crop of little more than 2,300,000 bales; but when the final corrections were made, partially making allowance for the previous error, the crop statement was brought up to about 2,500,000 bales. In other words, the third free-labor crop of the country was 65 per cent. or more of the average crop for five years preceding the war; or, if we take the estimate of consumption from the manufacturers' returns, it was nearer 70 per cent.

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4. *Copper.*—The product of the copper mines of Lake Superior from 1860 to 1867, inclusive, is returned as follows:*

	Tons.
1860	6,000
1861	7,400
1862	9,062
1863	8,548
1864	8,472
1865	10,790
1866	10,375
1867	11,735

During the same period the copper product of Great Britain largely declined, viz: from 15,968 tons in 1860, to 11,153 tons in 1866, and 10,800 tons in 1867.

5. *Petroleum.*—In 1862 the export of petroleum was returned at 10,887,701 gallons. During the years 1864 and 1865, with the advantage of a high premium on gold, the export increased to an average of about 30,000,000 gallons. In 1867 the export was 67,052,020 gallons, and for 1868 the export to December 18 is returned at 94,774,291 gallons.

6. *Coal.*—The recent increase in the production of anthracite coal, which may be taken as a measure of the product of all American coal, is reported as follows: 1862, 7,499,550 tons; 1866, 12,379,490 tons; 1867, 12,650,571 tons; 1868, to December 12, 13,500,000 tons. During the past year the supply of anthracite coal has been seriously affected by strikes and constant interruptions of labor; otherwise there is no reason to doubt that the aggregate product mined would have shown a much larger increase than has been indicated. But as the case stands the increase which has actually taken place proves that the conditions of ability to consume—which conditions are mainly industrial—have not been impaired, but have increased during the past year in about a three-fold ratio to the estimated increase of population.

7. *Lake tonnage.*—The following table prepared for the Chicago Board of Trade shows the recent increase of tonnage upon the northern lakes, (exclusive of canal boats,) for the years ending March 31, 1864, 1866, and 1867:

	Vessels.	Tonnage.	Increase.
1864	648	202,304	
1866	997	251,077	24 per cent.
1867†	1,196	279,981	11 per cent.

8. *Consumption of sugar and coffee.*—In Europe some measure of the prosperity of the people can, it is believed, be obtained by noticing the rise or fall in the consumption of certain articles which cannot be considered as belonging wholly to the catalogue of necessities, such as sugars, tea, coffee, &c. Making use of this standard, the following results are obtained:

The average monthly consumption of imported sugars for the 11 months

* Portage Lake Mining Gazette.

† Gratifying as this increase is, it should not be concealed that the amount of tonnage upon the lakes is even now less than in the early years of the war, viz: 1862 and 1863. On the other hand, the aggregate tonnage, number of vessels, and of seamen, which cleared from the port of Chicago for the year 1867, was greater than for any former period, as is shown by he following table:

	Vessels.	Tonnage.	Seamen.
1862	7,270	1,915,554	66,936
1863	8,457	2,161,221	76,332
1867	12,140	2,512,676	106,344

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ending November 30, 1868, as indicated by the distribution from the five principal Atlantic ports, was 82,149,760 pounds, as compared with 70,088,480 pounds for the corresponding period of 1867, and 68,296,600 pounds for that of 1865; while the average monthly consumption of coffee for 1868, deduced from the same data, has been 8,294 tons, as compared with 7,560 tons in 1867, and 5,999 tons in 1866.

THIRDLY; THE CONTINUED INCREASE IN THE AGRICULTURAL PRODUCT OF THE UNITED STATES, WHETHER MEASURED BY QUANTITY OR VALUE.—The aggregate crops of the northern States for 1867 were believed to be greater than those of any previous year, while the crops for the past year are known to exceed in quantity and quality those of 1867.

As specific evidence, a few statistics are presented which have recently been published on what seems reliable authority.

In the State of Ohio the recent increase of sheep, hogs, and cereals, is reported as follows:

Number of sheep in 1865	6,305,796
Number of sheep in 1868	7,580,000

In the eight years last past the sheep of Ohio are reported as having more than doubled.

Number of hogs in 1865	1,400,000
Number of hogs in 1868	2,100,000

Cereal crops, including wheat, corn, and oats:

	Bushels.
1865	107,414,278
1866	118,061,911
1868	141,000,000

The commercial return of the number of hogs packed at the west since the season of 1864–5, is as follows:

1865–'66	1,705,955
1866–'67	2,490,791
1867–'68	2,781,084

This latter number was, however, exceeded during the first three years of the war.

The present ratio of the increase of the crop of Indian corn for the whole country is put by the best authorities at an average of three and one-half per cent. per annum. The crop of 1859 was returned by the census at 830,451,707 bushels, and adopting the above ratio of increase, the crop of 1868, acknowledged to be a full one, must be estimated at 1,100,000,000 bushels, and if sold at the assumed low average of 46 cents per bushel, would net over $500,000,000.

As respects the agricultural products of the southern States, the returns collected by the Association of cotton manufacturers and planters before referred to, show that the crop of 1867–8 was at least 2,500,000 bales, or about 65 per cent. of the average crop for the five years immediately preceding the war; while for the year 1868–9 the estimates are generally in favor of 2,700,000 bales. The results of the two crops upon the interests of the south will, however, be materially different. During the crop year 1867–8 the south did not raise food sufficient for its own subsistence, and a large part of the proceeds of the cotton of that

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year were used for the purchase of food, and also to repay advances for the previous purchase of stock and implements. This year, 1868–9, the south has raised food in excess of its necessities, and the proceeds of nearly the entire crop may be considered in the light of a surplus for future development.

The following are the estimated cotton crops of the south since the termination of the war: 1865–'66, 2,154,476 bales; 1866–'67, 1,954,988 bales; 1867–'68, 2,498,895 bales; 1868–'69, estimated 2,700,000 bales.

The culture of rice at the south, which at the termination of the war practically amounted to nothing, has also so far been restored that the product of the present year is estimated at 70,000 tierces; an amount probably sufficient for home consumption, and giving certain promise of a speedy renewal of the former extensive exports of this article.

The following is an estimate of the tobacco crops of the United States since 1850, prepared by a committee of the trade for the use of the Committee of Ways and Means, at the first session of the 40th Congress:

	Pounds.
1850	201,350,663
1863	267,353,082
1864	177,460,229
1865	183,316,953
1866	325,000,000
1867	250,000,000

Fourthly, railway extension and movement.—The total number of miles of railroads in the United States at the close of 1835 was 1,098; at the close of 1867, 39,244; giving an average increase of 1,156 for each year of the intervening period. The annual progress of railroad extension during and subsequent to the war is shown by the following table:

	Miles.
1860	1,846
1861	621
1862	864
1863	1,050
1864	738
1865	1,277
1866	1,832
1867	2,227
1868 (estimated)	2,500

It will thus be seen that since and including the year 1865, the year of the termination of the war, nearly 8,000 miles of railroad have been constructed in the United States, and that the present ratio of increase is more than double the average of railroad history prior to 1860, (viz: 1,156 miles.)

On the other hand the average annual increase of railroads in Great Britain from 1860 to 1865 was only 571 miles, and in France during the same period 509 miles.

An analysis of the railway system of the United States, which has been made for the first time during the past year,* presents us, however, with results which, were they not founded on incontrovertible data, would seem fabulous. Thus the ratio of the gross earnings to cost of the railroads of the whole country for the year 1867 was equal to about 21 per

* Rise, Progress, Cost, and Earnings of the Railroads of the United States.—H. V. Poor, New York, 1868.

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cent.; for the northern States about 23 per cent. The railroads of the country, therefore, now receive their cost in a little more than four years, and this ratio of gross earnings to cost is steadily increasing with the increase of the railway system and traffic of the country.

Again, "the average number of tons of freight carried upon the railroads of the country is estimated at 2,000 tons per mile of road. The tonnage of the railroads of Massachusetts, in 1867, equalled 3,812 tons per mile; that of the railroads of New York, 3,100 tons; and that of Pennsylvania, 6,000 tons. The gross tonnage of the 39,284 miles of railroad in existence at the close of 1867, at the above estimate, was equivalent to 78,568,000, and if we deduct from this amount 15,000,000 tons for coal and other cheap material, and an equal amount for duplications of the same tonnage on different roads, there will be left 48,488,000 tons of merchandise moved annually upon all the railways of the United States. At an estimated value of $150 per ton for this tonnage, the total annual value of the merchandise traffic of all the roads at present equals $7,273,200,000."

The total amount of tonnage transported on all the roads of the country for the year 1851, is estimated by good authorities at not exceeding 10,000,000 tons. If from this we deduct 3,000,000 tons for coal and other cheap materials, and 1,000,000 tons for duplications, there will be left a merchandise tonnage of 6,000,000 tons in 1851, against 48,488,000 tons in 1867. The rate of increase in this period, therefore, has been equal to 800 per cent., and the actual increase 42,488,000 tons. At the estimated value of $150 per ton, the increase in the value of the railway merchandise of the country in 16 years has been $6,373,200,000, or at the rate of nearly $400,000,000 per annum. And it should also be noted that one-half of this total increase has taken place in the seven years that have elapsed since 1860.

The increased movement on the railways of the United States, which in the main represents increased product, also affords some indication of the progress of the development of the country. Thus, the earnings of the ten principal railway lines of the west exhibit for the first ten months of 1868 (with a decrease rather than an increase of freight rates) a gain of eight per cent. as compared with earnings of the corresponding months for the year 1867. Taking also the movements on the railways and canals of the State of New York, which are known to be accurate, and at the same time accessible, as a measure of comparison for the whole country, we find that the total annual tonnage increased from 7,138,917 tons, in 1858, to 16,032,006, in 1868, an increase of 124 per cent.; while the annual value of the tonnage thus moved increased from $486,816,505, in 1858, to $1,723,330,207, in 1867, a gain of 254 per cent.

An examination of the railroad statistics of the whole country for the above period further indicates that during the ten years above referred to, or from 1858 to 1868, the increase of tonnage moved on the railways of the United States has been at a rate *sixteen times greater than the ratio of the increase of population.*

Telegraphic extension.—The recent extension of the telegraphic system of the United States is reported to be approximately as follows:

1866, miles of wire	2,000
1867, miles of wire	3,000
1868, miles of wire	6,000

REDUCTION OF STATE DEBTS.

As affording some further indication of the material prosperity of the country, the Commissioner, as in his former report, would here call

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attention to the progress which has been made during the past year in the reduction of the indebtedness of the several States, incurred in great part by reason of the war. Thus, for example, the reduction of the debt of the State of New Hampshire for the year 1868 was 6.9 per cent., of Vermont, 16.2 per cent. as against 7.7 per cent. in 1867, of Rhode Island, 13.7 per cent., Connecticut, 3.4 per cent., Kentucky, 21 per cent., Ohio, 4.5 per cent., Michigan, 6.4 per cent., and Indiana, 23 per cent. During the years 1867 and 1868 the State of Illinois reduced her debt 30.5 per cent.; while New York, which has comparatively the largest State indebtedness, reduced her debt during the past year to the extent of about 10 per cent., as compared with a reduction of 7.6 per cent. for the year 1867. West Virginia, Kentucky, Iowa, Wisconsin, Nebraska and Minnesota have at the present time practically no indebtedness. For further information on the present condition of State indebtedness reference is made to the appendix of this report, marked C.

AGENCIES CONCERNED IN NATIONAL DEVELOPMENT.

One subject at this point of our inquiry is well worthy of attention. It is this: To what agencies are our seemingly fabulous national development to be attributed and to what extent especially is it to be referred to positive legislation?

In answer to this it is to be said that all investigation clearly shows that these agencies have been mainly two, viz: first, great natural resources in respect to abundant and fertile territory, great natural facilities for intercommunication, abundant and cheap raw material, and diversity without insalubrity of climate; and secondly, a form and spirit of government which heretofore has left man and capital, over an area almost continental, free and unrestrained to work out their own development. Since 1840, especially, other agencies have come in as powerful adjuncts, viz: a continued influx of population and capital from the old world; a continued invention and application of labor-saving machinery, and a most rapid extension of the railway system; which last, by giving a market to all the products of our national domain, has greatly stimulated the spirit of industry and enterprise. With these, also, should undoubtedly be included the purchase of California and the discovery of gold on the Pacific.

As respects the relation of legislation by the national government to the results under consideration, if we except the adoption of a liberal policy in the disposition of the public lands, it is difficult, at least for the period which elapsed between 1840 and 1860, to affirm much that is positive, unless, in conformity with the maxim, that that government is best which governs least, absence of legislation is to be regarded in the light of a positive good. If important results followed the acquisition of California, such results were certainly neither foreseen nor anticipated; while as regards commercial legislation, a review of all the facts cannot fail to suggest a doubt whether the evils which have resulted from instability have not far more than counterbalanced any advantage that may have proceeded from the experience of a fluctuating policy.

The Commissioner is well aware that this opinion will not be readily accepted by those who have been educated to believe that the industrial and commercial prosperity of the country was seriously affected by the legislation which took place during the years which elapsed from 1842 to 1846. But upon this point all investigation shows that the facts are entirely contrary to what may be regarded as the popular belief, which, indeed, in this particular, would appear to be based on little else

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than mere assertions, which, remaining for a long time unquestioned, have at last acquired the force of accepted historical truth. Thus, for example, it has been constantly asserted, both in Congress and out of Congress, that the production of pig iron was remarkably stimulated under the tariff of 1842—rising from 220,000 tons in 1842 to 800,000 tons in 1848—and that under the tariff of 1846 the same industry was remarkably depressed. Now, these assertions may be correct, but the most reliable statistics to which we have access, viz: those gathered by the American Iron Association, instruct us as follows:

Production of pig iron in 1830, 165,000 tons; in 1840, 347,000 tons. Increase in 10 years, 110 per cent.
Production in 1845, 486,000 tons; increase in 5 years, 40 per cent.
Production in 1850, 564,000 tons; increase in 10 years, 62 per cent.
Production in 1855, 754,000 tons; increase in 5 years, 33 per cent.
Production in 1860, 913,000 tons; increase in 10 years, 61 per cent.

It thus appears that the great annual increase in the production of pig iron took place prior to the year 1840, and for 30 years was remarkably uniform at the rate of 10 to 11 per cent. per annum; and that since then, no matter what has been the character of the legislation, whether the tariff was low or high, whether the condition of the country was one of war or peace, the increase of the production has been at the average of about 8 per cent. per annum, or more than double the ratio of the increase of population.

Again, as another curious illustration of an apparent misconception of the effects of past legislation upon the development of the country, take the following paragraph from the recent report of a Congressional committee:

No business man of mature age need be reminded of the revulsion which followed in consequence of the free trade system of 1846—the decline of production, of immigration, of wages, of public or private revenue, until the culmination of the system in the tariff of 1857, with the memorable crises of that period; the general ruin of manufacturers and merchants; the suspended payments of the banks; the reduction of the treasury to the verge of bankruptcy, and the unparalleled distress among the unemployed poor.

Now, with all due deference to the committee, the Commissioner would ask attention to the following statistics bearing on the question under consideration:

Increase in the production of pig iron: In 1840, 347,000 tons; in 1845, 486,000; in 1850, 564,755; 1855, 754,178; 1860, 913,770.

Increase in the production of Pennsylvania anthracite coal: 1842, 1,108,418 tons; 1846, 2,344,005; 1847, 2,882,309; 1849, 3,217,641; 1855, 6,486,097; 1860, 8,143,938.

Increase in the domestic consumption of cotton, north of the Potomac: 1840, 297,000 bales; 1845, 422,000; 1849–'50, 476,000; 1851–'52, 588,000; 1855, 633,000; 1858–'59, 760,000; 1859–'60, 792,000.

Increase in immigration: 1840, 84,000; 1845, 174,000; 1850, 310,000; 1854, 427,000.

Increase in public revenue: 1840, $19,000,000; 1845, $29,000,000; 1850, $52,000,000; 1855, $74,000,000.

Increase of national wealth: From 1840 to 1850, 80 per cent.; from 1850 to 1860, 126 per cent. In 1854 the six per cent. bonds of the United States, issued in 1848, commanded a premium of 21 per cent.

Commercial tonnage of the United States: In 1840, 2,180,000; 1850, 3,535,000; 1860, 5,353,000.

Exports and imports: In 1840, $239,000,000; 1845, $231,000,000; 1850, $330,000,000; 1855, $536,000,000; 1860, $762,000,000.

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Increase in ship-building: 1842, 129,084 tons; 1845, 146,018; 1850, 272,219; 1855, 583,450.

Annual increase of railroad construction: 1842, 491 miles; 1845, 256 1847, 669; 1849, 1,369; 1853, 2,452; 1856, 3,643 miles.

In short, there does not seem to be any reliable evidence which can be adduced to show that the change which took place in the legislative commercial policy of the country in 1846 had any permanent or marked effect whatever; while, on the other hand, the study of all the facts pertaining to national development from 1840 to 1860, and from 1865 to the present time, unmistakably teaches this lesson; that the progress of the country through what we may term the strength of its elements of vitality is independent of legislation and even of the impoverishment and waste of a great war. Like one of our own mighty rivers, its movement is beyond control. Successive years, like successive affluents, only add to and increase its volume; while legislative enactments and conflicting commercial policies, like the construction of piers and the deposit of sunken wrecks, simply deflect the current or constitute temporary obstructions. In fact, if the nation has not yet been lifted to the full comprehension of its own work, it builds determinately, as it were, by instinct.

EFFECT OF THE WAR IN CHECKING NATIONAL DEVELOPMENT.

What would have been the condition of progress during the decade from 1860 to 1870 had not the war intervened is a question that cannot be definitely answered; but that many branches of production would have experienced a development limited only by the amount of available capital and skilled labor cannot be doubted. Investigation shows that in many departments of industry the cost of skilled labor and of raw material in Great Britain and the United States very closely approximated in 1860; while the advantage in the cost of food of domestic production, and of certain articles of import, such as sugars, teas, and coffee, was largely in favor of this country. In 1860 American coarse cottons were obtaining the command of most extra-European markets. In 1860, wooden ships, allowing for quality, could be built cheaper in the United States than in any other country, although it is a noticeable fact that, probably from an inability to supply the demand for iron vessels, the decline of the ship-building interest in the United States, so much commented on of late, really began several years before the breaking out of the war.*

In 1860 copper in the pig was exported from the United States in profitable competition with the mines of Cuba and of South America; and evidence has also been presented to the Commissioner showing that in some instances pig iron was manufactured with profit at rates far lower than the average of Europe, while the purchasing power of the wages paid for the same was considerably greater than at present.

But the war came, bringing with it certain inevitable results, and these results now constitute the *per contra* upon the national ledger before referred to. The feature about them which, in contrast with the facts above cited, seems contradictory and paradoxical, is that while our resources as a nation have, on the whole, continued unimpaired; while we continue to possess and enjoy the greatest area of fertile territory, the most unrivalled means of intercommunication, natural or artificial, and the freest and most popular form of government; while the aggre-

* The largest amount of tonnage constructed in any one year in our history was in 1855, viz: 583,450 tons. From this period construction began to decline, being, in 1856, 469,394; 1857, 378,805; 1858, 242,287; 1859, 156,602; and in 1860, 212,892.

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gate annual products of the soil have continually increased and not diminished, and those of the anvil, the forge, the loom, and the spindle have also multiplied; there is, nevertheless, hardly a single domestic article or product, agricultural or manufactured, in behalf of which the claim, either directly or indirectly, has not been made within the last two years that the same could be produced to greater advantage or profit in some other country than the United States; increased protection even being demanded for oil paintings, rough building stone, Indian corn, fire-wood, bibles, and ice—the last to the extent of 15 per cent., gold; and this claim the Commissioner is obliged to admit is, to a very great extent, in exact accordance with the truth.

The United States finds itself, therefore, in the anomalous position of a great nation, favored in many respects as no other nation upon which the sun shines, unable to exchange its products on terms of equality with the products of any other country; the marked exception being always its product or supplies of the precious metals. Inquiry is now to be made into the causes to which these results must be attributed, and as to the measures which seem likely to prove remedial, avoiding in so doing, to the greatest extent possible, any repetition of the facts and arguments which have been presented by the Commissioner in his former reports, or by others who have discussed this subject; and aiming to present rather the results of a continued investigation and of an enlarged experience.

AGENCIES ADVERSE TO NATIONAL DEVELOPMENT.

The immediate cause of the anomalous condition of affairs in question must unquestionably be referred to the greatly increased cost of nearly all forms of labor and commodities as compared with the price for the same that prevailed in the decade immediately preceding the war; while these in turn must be regarded as the resultant mainly of three agencies growing out of the war, viz: *irredeemable paper currency; unequal and heavy taxation*, and *a limited supply of skilled labor*, the last manifesting itself at the present time in specialties rather than in general.

INFLUENCE OF AN IRREDEEMABLE PAPER CURRENCY.

As the specific influence of the first agency has been of late so often and so thoroughly discussed, the Commissioner will only ask attention, under this head, to a few points of presumed novelty or interest; and, first, to a specific statement of actual experience, illustrative of the manner in which an irredeemable paper currency, or what is the same thing, a national abnegation of specie payments, unavoidably tends to destroy all profitable commercial relations with foreign countries in which trade and industry is conducted on a specie basis. The statement is furnished to the Commissioner by a manufacturer of furniture in one of the middle States, who, previous to the war, had built up an extensive export business to the West Indies, Central and South America, of a variety of "cane-seated" and "cane-backed" furniture suited to warm latitudes.

Thus on the 1st of March, 1861, gold and currency being at par, $1,000 in gold possessed a purchasing power sufficient to obtain for the South American importer 111⅛ dozen of what are termed in the trade, "ordinary square-post cane-seat chairs." About the 1st of January, 1862, gold began to command a premium, and advanced during the next three years with great rapidity. This movement was not, however, participated in at first, to any considerable extent, by either labor or commodities, and in consequence the purchasing power of gold greatly increased; so much so that

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on the 1st of July, 1864, the $1,000 gold which in 1861 bought 111⅓ dozen chairs, then bought 143 dozen. Under these circumstances, as was to be expected, trade increased, as the foreign purchaser found the American market by far the best for his interest; but from July, 1864, a movement commenced in an exactly opposite direction, gold receding and labor and commodities advancing in very unequal ratios. Thus in January, 1865, the $1,000 gold, which four years previous had a purchasing power of 111⅓ dozen chairs, and on the 1st of July, 1864, of 143 dozen, then commanded but 126⅔ dozen; in February, 1866, a still smaller number, viz: 91½ dozen, and ultimately attained its minimum in January, 1867, when the purchasing power of the sum named was only 89⅔ dozen. From this point the purchasing power has gradually increased, and for the past year, 1868, has remained at the rate of about 102 dozen, or nine dozen less than could be bought with the same money in 1861.*

The result has been that the foreign purchaser now goes to France or Germany; while the products of American industry, in the form of furniture, being no longer available to exchange for sugars, spices, or dyewoods, gold has necessarily been substituted; and, to use the words of the manufacturer describing his condition, "unless there is a speedy return to specie payments, custom will soon so fix the channels and currents of trade that any attempt on my part to divert them will be attended with great difficulty;" and what has thus been shown to be the case in respect to the export trade of the United States in furniture, may be accepted as true of almost every other manufactured product, which, as a nation, we were accustomed, before the war, to exchange for foreign commodities.

RELATIVE AMOUNT OF CURRENCY IN USE AND REQUIRED IN THE UNITED STATES, GREAT BRITAIN, AND FRANCE.

Another investigation to which the Commissioner would ask attention under this head is one which has been undertaken with a view of deter-

* The fluctuations in prices above referred to are exhibited in detail in the following table:

Table showing the purchasing power of gold as applied to chairs, (ordinary square-post, cane seat,) from March 1, 1861, to July 1, 1868.

	Gold.	Price per dozen, currency.	Purchasing power per dozen of $1,000 gold.
March 1, 1861	Par.	$9 00	111 1-9
January 1, 1863	135	9 50	141
February 21, 1863	162½	10 50	155½
August 1, 1863	129½	11 00	117½
September 17, 1863	138½	12 00	115
January 1, 1864	152	12 50	121 3-5
April 1, 1864	167½	13 50	124
April 22, 1864	173½	14 50	119½
June 1, 1864	188½	15 00	125½
July 1, 1864	236	16 50	143
August 1, 1864	255	18 00	141½
January 2, 1865	228	18 00	126½
February 16, 1866	137½	15 00	91½
September 17, 1866	145	15 00	96½
January 14, 1867	134½	15 00	89½
June 4, 1867	137½	15 00	91½
September 16, 1867	144½	13 50	106½
April 1, 1868	138½	13 50	102½
July 1, 1868	138½	13 50	102½

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mining, through the examination of all available data, a question of no little interest in connection with our future financial policy, viz: the relative amount of currency in use and required in the three commercial nations of Great Britain, France, and the United States. The detailed results of this investigation, which has been made at the request of the Commissioner, by Hon. George Walker, late bank commissioner of Massachusetts, are given in full in an appendix to this report, marked B, but in brief are as follows:

Popular estimates have fixed the circulation of France at $30, and that of Great Britain at $25 a head. These estimates are excessive; a careful comparison of the best and latest authorities tending to show that the circulation of France, in coin and bank notes, does not exceed $18 34, and that of Great Britain $15 50 a head; while that of the United States in 1860, before the suspension of specie payments, was about $11 49 a head of the population.*

But, in fact, population has very little to do with the question. The function of a circulating medium is to make the final exchanges of a country, and the amount required therefor, depends on the amount and mobility of the country's wealth, and upon the extent of its domestic and foreign trade. The wealth of Great Britain is estimated at $40,000,000,000; while that of the United States on the same gold basis cannot exceed $20,000,000,000. Thus on the basis of property, were there no difference in the nature of that property, Great Britain would be justified in using a circulation twice as large as that of the United States, while it is in fact only 31 per cent. larger. But there is also a marked difference in the kind of property which constitutes the national estate, Great Britain having much less locked up in lands in an unproductive or partially productive state, and far more moving rapidly through the channels of production and trade. This is made evident by the statistics of her foreign commerce; her exports and imports being nearly $2,000,000,000 a year, while those of the United States are only about $700,000,000. On the basis of trade, therefore, Great Britain would need three times as much currency as the United States.

The social condition of the British people also necessitates the use of much circulating money. Thus, out of 30,000,000 of people, Professor Levi estimates that 22,000,000 consist of workers for wages and their families.

France has a foreign trade of $1,400,000,000, or twice as great as that of the United States, while her circulating medium is only 55 per cent. greater.

But these data, striking as they are, fail to present all the elements of comparison. There are circumstances of national condition and habits which largely affect the question of currency. In England, above all countries, and in the United States next to England, contrivances have been adopted to economize the use of money. Of these bank deposits and clearing-houses are the most familiar examples; but all the instrumentalities by which the exchanges have been quickened tend in the same direction; so that the railroad, the express, the telegraph and cheap-postage, have all led to the economizing of money.

France, on the other hand, is backward in all banking facilities, and this, together with political disquietude, and the persistance in old habits, have led to an undue use of money, both as hoarded wealth and a ruder instrument of exchange than the manifold and rapid substitutes adopted in Anglo-Saxon countries. But even France is yielding to the influence of this kind of economies; so that, while the population, wealth, and trade of the empire have steadily increased, the volume of money has probably declined; and this is especially true of the circulation of coin. In Great Britain the circulation of bank notes is no greater than 25 years ago, and the coin has only moderately increased, while in the interval the national wealth has doubled, and trade has attained a threefold dimension.

This tendency to retardation in the growth of the circulation, when compared with wealth and trade, is fully established also by American statistics. An instinct of economy, more influential than any recognized economic law, leads society to use the least amount of money which will perform the needed exchanges with rapidity and convenience. Money is wealth in a state of barrenness. The capacity of reproductive investment does not belong to it so long as it remains money—its only function being to measure and exchange other wealth by which the world is enriched. The amount of money which any people requires to do its business will vary with their habits and notions; but no intelligent nation will keep any more of its capital in an unproductive state than is absolutely necessary to fructify the rest. The nation, therefore, which with equal efficiency does its business with the least use of money, is the best off.

Paper money has no higher property value than real money. It is never wealth in itself, though like all credit paper it is an instrument by which wealth may be exchanged. Promissory notes, bills of exchange and checks, have the same property in a lesser degree. It is entitled to be called money only so far as it represents actual reserves of coin held by the issuer for its own redemption; beyond this it is only circulating credit. It saves the use of money, but it is not the thing which it saves. The same rule of economy applies to the employment of this credit substitute which applies to money itself.

The paper circulation of the United States is obviously redundant, because it is at a dis-

* See note at end of Mr. Walker's letter in Appendix.

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count as compared with gold. With the help of taxation it keeps prices above the world's level. It thus renders it impossible to sell abroad the products which have cost too much at home, and it invites from other countries the products of a cheaper labor paid for in a sounder currency. It exaggerates imports while destroying our ability to pay in kind. Until gold can be brought to par, and kept there, with a paper circulation duly protected and instantly convertible, the industry of this country cannot rest upon a healthy basis.

COMPARISON OF PRICES OF LABOR AND COMMODITIES, 1860–'61 AND 1867–'68.

The present abnormal condition and the recent fluctuations in the prices of labor and commodities also properly comes up for consideration in connection with the subject of an irredeemable paper currency—the chief agency to which the disturbances in question must be referred.

The investigations previously instituted by the Commissioner have established the fact, that up to the commencement of the year 1867, the general effect of the agencies growing out of the war had been to occasion an average advance in the price of commodities to the extent of about 90 per cent., while the corresponding average advance in wages was not in excess of 60 per cent.

He has now to ask attention to the conclusions which another year's experience and investigation have brought to us in relation to this subject. The result of long and careful investigations in respect to the retail prices of the leading articles of domestic consumption by operatives in the manufacturing towns of New England, the middle, and some of the western States, have afforded data for accurately estimating the increase in the prices of such articles in 1867 as compared with 1860–'61. They establish the following conclusions:

That the average increase in the price of groceries and provisions in 1867, as compared with 1860–'61, was 88 per cent.; or, calculated on the basis of the quantities consumed on an average by a number of workmen, a little in excess of 86 per cent.; of domestic dry goods, including clothing, 86½ per cent.; of fuel, 57 per cent.; of house-rent, 65 per cent. This latter average is, however, largely affected by the circumstance that in New England, where manufacturing companies or corporations very generally own the tenements occupied by their operatives, rents have not been advanced to any considerable extent. Excluding New England from the calculation, the average advance in rents for 1867, as compared with 1860–'61, must be estimated at a much higher figure. Thus in the smaller manufacturing towns of Pennsylvania the average increase in the rents of houses occupied by operatives is believed to have been about 81 per cent., and in New Jersey 111 per cent. In the cities of New York, Philadelphia, Newark, and Pittsburg, the increase has been from 90 to 100 per cent.*

The average of these results, proportioned to the ascertained varying ratio of expenditure under the several heads, shows that for the year 1867, and for the first half of the year 1868, the average increase of all the elements which constitute the *food, clothing, and shelter* of a family

* For 1868, the returns very generally indicate a large advance in rents, and also for the latter half of the year in fuel; the advance in these two items alone being estimated as sufficient to counterbalance any advantages accruing from a decline up to date (December, 1868) in the price of breadstuffs.



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has been about 78 per cent., as compared with the standard prices of 1860–'61.*

The result, in general, of this large increase in the prices of commodities of domestic consumption to the laboring man becomes evident, by comparing such increase with the increase in the rates of wages during the period under comparison—which rates, for the year 1867 as compared with 1860–'61, were as follows: For unskilled mechanical labor, 50 per cent.; for skilled mechanical labor, 60 per cent.

In the case of unmarried men, the comparison is more favorable than as respects men with families; the average increase in the prices of the articles consumed by them having been only about 73 per cent.; as, for example, board in manufacturing towns, 71 per cent.; clothing, irrespective of domestic dry goods, 75 per cent.; ordinary boots and shoes, 60 per cent.

Skilled workmen, who are at the same time unmarried, and who are in the receipt of wages from 65 to 70 per cent. in advance of the rates paid in 1860, find their condition, as regards net income, approximately the same as before the war.

The returns to numerous and careful inquiries, instituted at the request of the Commissioner, by proprietors or superintendents of manufacturing establishments in the New England, middle, and some of the western States, also afford much interesting information relative to the average weekly earnings and expenditures of American operatives, grouped as families, in the years 1860 and 1867; and also in respect to the comparative opportunities enjoyed by such families at the two periods referred to, for the realization of a surplus over and above the expenditures absolutely necessary for shelter and subsistence.

The following table, based on indisputable and actual data, shows the average aggregate weekly earnings in 1867 of families of various sizes, in different sections of the country; one or more members of each of which were employed in some branch of manufacturing industry; their average weekly expenditures for provisions, fuel, house-rent, &c., and the balance remaining to them, over and above such expenditure, available either for accumulation and capital, or for the purchase of clothing, or articles of enjoyment and luxury.

* The above results are exhibited specifically in the following table:

Table showing the average increase in the prices of some of the leading articles of domestic consumption, and in house rent in 1867, *as compared with* 1860–'61, *in the manufacturing towns of the United States.*

Articles.	Per ct. increase of 1867 over 1860.	Remarks.
Flour and other breadstuffs	92	Apparent average increase in price of provisions, 88 per cent.
Meats—fresh and salted	86	True average increase, 86 per cent.
Butter	91½	Average increase in price of fuel, 57 per cent.
Fish—dry and pickled	74	Average increase in price of domestic cotton goods and clothing, 86½ per cent.
Potatoes and other vegetables	79	
Beans	92	Average increase in house-rent, 65 per cent.
Sugar and molasses	88	Average increase in price of board, 76½ per cent.
Tea	99	General average increase in cost of provisions, clothing, rent, &c., to men with families, 75 per cent.
Coffee	117	
Milk	61½	Increase in cost of clothing, board, &c., to men not keeping house, 73 per cent.
Fuel—coal, wood, &c	57	
Domestic cotton goods	98	
Clothing	75	
House-rent	65	
Board for men	71	
Board for women	81½	

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Average aggregate weekly earnings in 1867 *of families.*

Size of families.	Average weekly expenditures for provisions, house-rent, &c.	Average weekly earnings.	Surplus for clothing, housekeeping goods, &c.
Parents and one child	$10 24	$17 00	$6 76
Three adults	8 35	17 52	9 17
Parents and two children	12 26	18 75	6 49
Parents and three children	15 02	19 50	4 48
Parents and four children	17 79	23 33	5 54
Parents and five children	15 23	17 11	1 88
Parents and six children	11 67	13 50	1 83
Parents and seven children	23 78	25 00	1 22
General average of the above	14 29	18 96	4 67

In order to obtain the data for further comparisons, and especially to determine whether the large increase in wages in 1867–'68, has brought any real net gain to the employés of manufacturing establishments, a careful investigation was instituted in respect to the earnings and expenditures of individuals and families in 1860, similarly situated in all respects with those whose average aggregate weekly receipts and expenditures were given in the above table for 1867; and in so doing it has fortunately happened, that through the earnest co-operation of several proprietors or agents of manufacturing establishments, the data in respect to 1860 have been obtained, in many instances, from the same specific individuals or families which supplied the information relative to 1867. These data, carefully verified by reference to contemporary price-currents and other evidence, have afforded the means of constructing the following

Table showing the average weekly expenditure of families of varying numbers in the manufacturing towns of the United States for the years 1860 *and* 1867, *respectively.*

Size of families.	Average weekly wages.		Average weekly expenditures for provis'ns, house rent, clothing, &c.		Surplus in 1860.
	In 1867.	In 1860.	In 1867.	In 1860.	
Parents and one child	$17 00	$12 17	$17 00	$9 96	$2 21
Three adults	17 52	12 00	17 52	10 31	1 69
Parents and two children	18 75	11 50	18 75	10 79	71
Parents and three children	19 50	12 41	19 50	11 33	1 08
Parents and four children	23 33	14 15	23 33	13 18	97
Parents and five children	17 11	10 37	17 11	9 46	91
Parents and six children	13 50	9 50	13 50	7 67	1 83
Parents and seven children	25 00	15 17	25 00	14 09	1 08
General average of the above	18 96	12 16	18 96	10 85	1 31

In constructing the above table it has been assumed for purposes of comparison, (and so expressed in the third column of the table,) that the total average weekly wages obtained in 1867, viz: $18 96, were entirely

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expended, and in the following proportions: $14 29 for provisions, rent, fuel, &c., and the balance, $4 67, for clothing, domestic dry goods, housekeeping articles, luxuries, &c. Now the same quantities and qualities of provisions, groceries, clothing, rent, fuel, and housekeeping articles, could have been obtained in 1860 and 1861 for the respective sums indicated in the fourth column; showing an average weekly cost of $10 85 in 1860, as compared with $18 96 in 1867; and leaving a balance in the former year of $1 31 (gold) per week in favor of the operative, as against no accruing surplus whatever in 1867–8; or, in other words, supposing the requirements for food, clothing and shelter to have been the same in 1867 as in 1860, the operatives referred to in the table, who received in 1867 an average of $18 96 per week, obtained in that year only sufficient to give them the actual necessaries and comforts of life; while the same men, whose average weekly wages in 1860–1 were only $12 16, obtained with such earnings at that time the same articles of comfort or necessity, and had in addition a surplus of $1 31 (gold) per week, or $68 12 (gold) per annum.

As already stated, it has been assumed in this comparison that the wages received by the operatives in question during the year 1867 were wholly consumed in their living. To a very considerable extent it has been found that this assumption is justified by facts; but if, in view of the constant increase of deposits in savings banks and other evidences of accumulation, it should appear that a margin on an average has been saved, the figures presented show with equal certainty that on the same scale of living, the margin in 1860 must have exceeded that of 1867 in the proportions indicated. The fact, therefore, is established by incontrovertible evidence, that the condition of working men and women in a majority of the manufacturing towns of the United States is not as good at the present time as it was previous to the war, notwithstanding that their wages are greater, measured in gold, in 1867–'8 than they were in 1860–'1.

It should also be noted that most of the persons whose wages and expenditures have been discussed, were classed* as skilled workmen, receiving an advance in wages of about 52 per cent. in 1867, as compared with the amount received in 1860. If their condition has not improved, the condition of the large class of unskilled workmen, such as day laborers, teamsters, watchmen, and the like, is even worse. Thus a careful examination and comparison of a large number of returns from the proprietors or superintendents of furnaces, mills, foundries, and factories of every description in almost all sections of the United States establishes the fact, that the average weekly wages of laborers and other unskilled workmen for the years 1860–'1 and 1867–'8, respectively, were as follows: 1860–'1, $6 04 per week; 1867–'8, $9 54.

Assuming now, as in the preceding table, that the laborers in question expended their entire earnings in 1867, viz: $9 54, the same necessaries and comforts could have been obtained in 1860–1 by an expenditure of $5 52 per week, leaving an available surplus of 52 cents per week; or, in other words, the unskilled workmen of the country, obtaining the mere necessaries, and none of the luxuries of life, were in a worse condition by $27 a year in 1867, with receipts of $9 54 per week, than they were in 1860–'1, with receipts of $6 04 per week. The following tables illustrate the above facts more in detail:

* The skilled workmen whose wages advanced 52 per cent, on an average, from 1860 to 1867, were only those whose weekly expenditures are given in the above table. The average advance, in the same period, in the wages of *all the skilled workmen reported*, was, as previously stated, about 60 per cent.

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Table showing the average weekly expenditures of laboring men in the various manufacturing establishments of the United States in 1860–'1, *and in* 1867–'8, *respectively; also, their average wages in those periods.*

Articles.	1867–'8.	1860–'1.
Flour and bread	$1 40	$0 74
Meat of all kinds	1 50	81
Butter	45	24
Sugar and molasses	50	27
Tea	37	19
Coffee	10	05
Soap, starch, &c	22	14
Lard	18	12
Milk	32	20
Eggs	20	12
Salt and spices	05	03
Potatoes and other vegetables	50	29
Fruits, fresh and dried	10	07
Coal, wood, &c	50	32
Oil, or other light	08	10
Other articles	82	51
House rent	1 25	75
Clothing, housekeeping goods, &c	1 00	57
	9 54	5 52
Weekly wages	9 54	6 04
Excess in 1861	.....	52

Although the foregoing data and conclusions, founded as they are upon the average actual experience of a large number of mechanics and laborers in different sections of the country, sufficiently illustrate the increased cost of living and the decreased purchasing power of money which has taken place since the commencement of the war in 1861, the adoption of another standard for comparison, viz: the price of a barrel of flour, also affords some conclusions of interest. The average price of this article before the war is known to have measured pretty accurately, throughout the country, the average weekly wages of unskilled day laborers; and in the case of one of the largest corporations in the middle States, the principle was specifically established, that the weekly wages of common laborers in their employ should always be made equal to the varying cost of one barrel of flour per week.

Now the average increase in the price of a barrel of wheaten flour throughout the manufacturing States has been, from 1860 to July 1st, 1868, in excess of 90 per cent.; while the increase in the wages of laborers and operatives generally, skilled and unskilled, during the same period, has averaged about 58 per cent. Measured, therefore, by the flour standard, the workman is not as well off in 1867 as he was in 1860, by at least 20 per cent.; or, to state the case differently, the wages which in 1860 purchased one and a half barrel of flour now pay for about one and a quarter barrels.

From a large number of returns made to the Commissioner, the following are selected as further illustrating, by specific examples, the above conclusions.

Very careful and exact tables prepared at one of the largest iron works in Troy, N. Y., return the price of the flour used by the workmen, and purchased by them at retail in close proximity to the works, at $6 50 per barrel in 1860–'61, and at $15 per barrel in 1867–'68. In the same

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establishment the weekly earnings of the operatives were increased during the same time as follows:

Laborers, $5 to $8 50; engineers, $10 to $15; shearmen, $6 to $12 75; puddlers, $13 40 to $21 90; general average advance in wages from 1860 to 1867–'68, 69 per cent.

In one of the leading machine shops at Buffalo, New York, the weekly earnings of a portion of the workmen, in 1860 and 1867, computed in flour, were as follows:

	In 1860.	In 1867.
Riveters and boiler makers	1½ bbl.	1½ bbl.
Best machinists	2 "	1½ "
Ordinary machinists	1½ "	1½ "
Flangers	2 "	1½ "

In an establishment for the manufacture of agricultural implements, located at Brooklyn, N. Y., the weekly earnings of the largest class of operatives, in 1860 and 1867, also computed in flour, were as follows: Wood workers, in 1860, one and a half barrels; in 1867, one barrel.

At a locomotive establishment in Paterson, N. J., the weekly wages of ordinary machinists in 1860–'61 were $7 50; and were about 75 cents in excess of the retail price of a barrel of flour. In the same establishment the same operatives received in 1867–'68 $13 50 per week for the same labor; but this sum then lacked $1 50 of the price sufficient to purchase a barrel of flour in the same locality.

Cotton mills of New England.—Price of flour used by operatives: 1860, $7 25; 1868, $14 12; increase, 94.7 per cent.

Wages.— Fly-frame tenders—female adults working by the piece, 1860, 67 cents per day; 1868, $1 per day; increase, 50 per cent. Mule spinners—male adults working by the piece, 1860, $1 18 to $1 25 per day; 1868, $1 92 to $2 per day; increase, 61 per cent.

Board paid by the same operatives.—Males, 1860, $2 25 per week; 1868, $3 75; increase, 66 per cent. Females, 1860, $1 25 per week; 1868, $2; increase, 60 per cent.

These illustrations, from the data in the possession of the Commissioner, might be greatly extended; but enough of evidence, probably, has been adduced to prove; that whether we adopt money or flour as the standard for the comparison of wages and commodities, in 1860 and 1867, the result is not dissimilar; viz: the purchasing power of the irredeemable paper money now in use is not nearly equal to what it was in the immediate ante-war years of 1860-'61; and that the working men and women of the country do not now receive as much in return for their labor as before the war.

The discussion of this subject, which has been instituted and carried on for the Commissioner with great skill and industry by Edward Young, esq., of the Treasury Department, is further continued with more extended tables in the appendix to this report, marked D, to which reference is here made. And in respect to the statistics as thus submitted, both in the text and in the appendix, the Commissioner would add, that if the prices of commodities in different sections of the country as there given are found (as they probably may be) to differ somewhat from the commercial price currents of the period, it should be borne in mind that the former represent the average retail prices which careful investigation by a large number of observers has found to prevail in the manufacturing towns of the various sections of the country, while the latter, on the other hand, represents either wholesale prices or prices at certain market centers. In fact, the large difference between the prices paid by operatives and

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laborers for provisions and other commodities bought in small quantities at retail, and the prices of the same articles as obtainable in large quantities or at wholesale, has constituted a marked feature of attention in all of these investigations, and forcibly suggests the importance of inaugurating measures whereby so large a proportion of the avails of the most productive labor of the country may not be diverted to the profit of those whose business is that of merely exchanging. The remedy for this, in a very great degree, is undoubtedly to be found in the principle of co-operation, not as applied to manufacturing or producing, but to agencies with established stores, whose simple and sole object should be the purchasing and supplying of commodities without the intervention of the middle man, and at the minimum of cost. A personal and detailed examination of the management and working of some of the leading and most successful co-operative stores in Great Britain during the summer of 1867, abundantly satisfied the Commissioner of their utility and benefit to the employés of manufacturing establishments; and apart from any testimony which he may adduce, the evidence in general in possession of the public is sufficient to prove that co-operation, at least to the extent referred to, is no experiment. The subject is one which by reason of its importance commends itself alike to the employers of labor, and to the representatives of those who are employed, inasmuch as it offers a plan which practically amounts to increasing the amount paid to labor without increasing the cost of product; and for removing, in no small degree, the incentives which now exist for strikes, and the consequent waste of the only commodity, viz.: labor, which the operative has to sell, and which, moreover, unless sold and used at the instant required, can never to the same extent be again made available.

GENERAL INFERENCES.

Finally, from the results of investigation which have thus been presented, we may draw the following conclusions:

The aggregate wealth of the country is increasing, probably, as rapidly as at any former period; yet it does not follow that there is the same increase in general prosperity. The laborer, especially he who has a large family to support, is not as properous as he was in 1860. His wages have not increased in proportion to the increase in the cost of his living. There is, therefore, an inequality in the distribution of our annual product, which we must, in no small degree, refer to artificial causes. This inequality exists even among the working classes themselves. The single man or woman, working for his or her support *alone*, is in the receipt of a rate of wages from which savings may be made equal, or greater than ever before, especially in the manufacturing towns, where the price of board is, to a certain extent, regulated artificially by the employer. Unmarried operatives, therefore, gain; while those who are obliged to support their own families in hired tenements lose. Hence, deposits in savings banks increase, while marriage is discouraged; and the forced employment of young children is made almost a necessity in order that the family may live.

Now whence comes this inequality, and this unnatural distribution of the results of labor? The student of political economy would predict *a priori* that such must be the result of the enforced use of a fluctuating measure of value, viz.: inconvertible paper money. It would be predicted *a priori* that the use of such money involves a most oppressive tax, which falls heaviest upon the laborer and lightest upon the owner of capital. Antagonism is produced where none ought to exist; the capi-

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talist is forced to charge an additional profit for the increased risk involved in the use of a false measure of value, and the consumer of the commodity is forced to pay for such risk. There is no dishonesty to be inferred, and no injustice which the honest capitalist can avoid, so long as the law is as it is; he must either cover all risks, or withdraw his capital entirely from industrial enterprise.

It has been well said that there can be no true theoretic conclusion which will not be proved by the facts whenever the theory can be applied. We have given the theory of the effects of inconvertible paper money, and we find that the facts prove it. *The rich become richer and the poor poorer.*

In addition, however, to an inconvertible paper currency, there are other agencies which are powerfully operating to the production of a like result; and the consideration of these brings us to a new department of our investigation, viz: *The influence of taxation*, direct and indirect, upon the cost of domestic production, and consequently upon the ability of the country to exchange with foreign nations upon terms of equality. Taxation as it exists in the United States may be classified under *three* heads:

1st. Taxation under the internal revenue.
2d. Taxation under the tariff.
3d. State and local taxation.

We propose to examine, in the order enumerated, the present influence of each of these forms of taxation upon the cost of production and upon national development.

1.—NATIONAL TAXATION UNDER THE INTERNAL REVENUE.

At the close of the war, taxation under the system of internal revenue had been extended, through the necessities of the government, to a degree which probably finds no parallel in any recent history; and with the exception of land and the direct products of agriculture—other than cotton and sugar—had been made, so far as domestic production was concerned, all but universal. In the case of manufactured products, furthermore, the system had been made to embrace not only the finished and marketable product, but very generally also every constituent which entered into the composition of such product. But burdensome and complicated as the system was, its inception and organization must be regarded as one of the wisest and most successful measures of the war; and it is only to be regretted that recourse was not earlier had to so effectual a method of raising revenue, rather than to the expedients at first exclusively resorted to, of loans at a heavy discount and an irredeemable paper money. How successful the system as a means of raising revenue has proved is made clearly evident from the revenue actually collected, which, from the inauguration of the system in 1862 to the 30th of June, 1868, has amounted *to over eleven hundred millions of dollars.* So long, moreover, as the war continued and the demand for manufactured products—owing to the enormous consumption of the army and the withdrawal of labor from its accustomed avocations—was fully equal to, or in excess of supply, so long taxation under the internal revenue was not regarded, at least by the majority of producers, as at all oppressive; but, on the contrary, by reckoning taxation in common with labor and material as an element of cost, and profit as a *per centum* on the whole, it was very generally the case that the aggregate profit of the producer was actually enhanced, by reason of his taxes, to an extent considerably greater than it would have been had no taxes whatever been imposed.

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The close of the war, however, soon demonstrated the truth of the economic maxim, that the productiveness of a system of taxation is not its first or most important consideration. The condition of affairs before described was reversed; the supply of manufactured products became equal to or exceeded demand; products fell faster than either labor or material, and taxation, which formerly had been paid wholly from profit, now fell mainly upon capital. Apart from this it was evident, that a system which violated every acknowledged principle of taxation; which, instead of being concentrated, was diffused; which brought with it constant official inquisitions and intrusions; which hourly provoked to concealment, evasion, and falsehood; which, by duplications and enhancement of profits, took far more from the pocket of the people than was ever received into the treasury, could not exist much longer among a free people than the necessity which called it into existence. Accordingly as the requirements for expenditure growing out of the war and the existence of debt have diminished, the system of internal revenue has been extensively and rapidly modified. Within the last three years all taxes which discriminated against prudence and economy—as the taxes upon repairs; against knowledge, as the taxes upon books, paper, and printing; against capital and thrift, as the differential income tax; against the transportation of freights by boats or vehicles, and against the great leading raw materials, as coal and pig iron, cotton, sugar, and petroleum—have been swept from the statute-book. No direct taxes, moreover, are now imposed upon any manufactered product, with the exception of distilled spirits, fermented liquors, tobacco, gas, patent medicines, perfumery, cosmetics, and playing-cards, all of which may be regarded in the light of luxuries, and as involving, in the main, an entirely voluntary assessment on the part of consumers.

These reforms, although they have necessitated a relinquishment of at least $170,000,000 of annual revenue, have, it is believed, brought nothing of permanent detriment to the national exchequer; for that this great relief from taxation has both stimulated and strengthened the productive interests of the country cannot be doubted; and if so, then the period within which the national debt can be discharged has been accelerated rather than protracted, inasmuch as it can be demonstrated that the power of contributing to the public revenue increases geometrically as the activity of production and circulation increases arithmetically.

As thus amended, and as it now stands, the internal revenue system of the United States approximates closely to that which the experience of more than three-quarters of a century in Great Britain has shown to be capable of yielding the maximum of revenue with the minimum of disturbance to the wealth-producing elements of the country. The changes, apart from those pertaining to administration, which are required to still further perfect the system, are not numerous, and with the termination of the large payments for the equalization of bounties, and with an economical administration of the government, can, undoubtedly, be made with safety at no distant period. They should unquestionably embrace the taxes now levied upon telegraph and express companies; upon the gross receipts of railroads, steamboats, and other common carriers for the transportation of passengers; and the percentage taxes on the sales of merchandise; the gross receipts from all of which is less than one-half the annual expenditures during the last two fiscal years for the equalization of bounties. When this has been accomplished, it may with truth be claimed that the entire internal revenue system has been made wholly subordinate to the more important end of creating national wealth; and that under it no direct obstacle whatever is imposed by the govern-

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ment, which can prevent the domestic producer from placing his product upon the market at the lowest possible cost.

In concluding this review of the present influence and condition of the national taxation under the internal revenue, the Commissioner is constrained to confess, that thus far the abatement of prices consequent upon the large annual reduction of taxes has not been what was anticipated, or what the large amount of revenue abandoned would seem to have warranted. In the case of not a few articles, as pig iron, manufactured lumber, and salt,* the prices since the removal of taxation have actually advanced, while in other instances, as in the case of agricultural implements, sewing machines, hoop skirts, manufactures of silk, newspapers, and in fact most articles which are the products of monopolies created by patents, established custom, or other circumstances, the repeal of the internal tax, through the maintenance of former prices, has been only equivalent to legislating a bounty into the pockets of the producer.

2.—NATIONAL TAXATION UNDER THE TARIFF.

We come next to the consideration of the influence of national taxation under the tariff on prices and the cost of domestic production—a subject, the discussion of which is attended with the embarrassment that it involves more of prejudice and of opinion founded on private self-interest than almost any other which since the abolition of slavery has occupied the attention of the American people. Notwithstanding this, it is important to recognize the fact, that under the existing financial condition of the country, the old-time issues between the advocates of free trade on the one hand, and protection on the other, have ceased to be of any real practical importance—inasmuch as in the arrangement of a tariff with a view to revenue, the requirements of the government must certainly, for the present, necessitate so high an average of duties as to afford all that can be reasonably asked for on the grounds of protection; and with a given requirement, moreover, for revenue, in excess of what can be derived from the taxation under the tariff of acknowledged luxuries, there would seem to be no valid objection to distributing the additional taxation in such a manner as to favor those branches of industry most exposed to foreign competition.

RECOGNITION OF THE PROTECTIVE SYSTEM IN EUROPE.

Again, a careful study of the financial systems of the various commercial nations of Europe has led the Commissioner unhesitatingly to the conclusion—that whatever may be the state of European public opinion in respect to free trade, and whatever may be the claims preferred for it on the broad grounds of liberality and humanitarianism, the fiscal legislation of Great Britain, France, Germany, Belgium, Holland, Austria and Russia is now, and always has been, framed solely and exclusively with reference to one object, viz., the promotion of supposed national self-interest, and has never had the slightest regard to the interest of any other nation, or to any arguments other than those based upon specific national wants and specific national experiences.

Thus, the policy of Great Britain, which exempts capital employed in manufacturing and banking from all direct taxation under the excise, and all raw materials imported from foreign countries from all taxation

* The statistics of the Chicago Board of Trade show that the average price of domestic coarse salt per barrel in the Chicago market during the year 1865–'66, when the manufacture of this article was subjected to a heavy internal revenue tax, was $2 44; while for the year 1867–'68, when no tax was imposed, the price was $2 73 per barrel.

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under the customs, although not so termed, is undoubtedly protection in its most subtile and effective form, and as such has been recognized and commented on by the French economists; inasmuch as it permits the British manufacturer to apply the largest amount of home labor to the smallest value of raw material under such conditions as enable him to place his finished product in all foreign markets at the lowest possible cost. Any other policy than free trade at present in Great Britain would, by enhancing the cost of food and raw material, inevitably swell the cost of manufacturing, and thus result to the direct benefit of the foreign competitor.

The above observation also holds true in respect to the unquestionably inhuman policy of Belgium, which refuses to restrict the labor of women and children in its coal mines and iron-works, for the openly admitted reason that such restriction by diminishing the supply and enhancing the cost of labor would expose too seriously its manufactures to British and other competition.

If we turn next to France, we shall find that protection, besides being recognized as a principle in the determination of taxes on imports, manifests itself even more conspicuously in other forms; as, for example, in the regulation by government of railroad freights on coal and iron, and in the obstacles which are officially placed in the way of operatives changing their employment without the consent of their employers.

In the new tariff of the Zollverein, (June, 1868.,) although its rearrangement on a very low percentage of duties is claimed as a triumph of free trade, it is to be noted that especial care has been taken to largely and progressively increase the rates on the importation of all articles the domestic manufacture of which it is considered by Prussia as desirable to promote and foster.*

Now, if these premises are correct, it is evident that however much regard may be professed by the nations referred to for philosophic theory, their fiscal legislation is essentially framed in accordance with what seems to them to be the dictates of self-interest; and, in fact, it may well be doubted whether in modern times any financial legislation, even under its most favorable conditions, can or ought to recognize any other principle than that of enlightened selfishness. Such selfishness, however, does not necessarily imply illiberality; for experience in both public and private transactions sufficiently proves, that exchanges are likely to be the most extended and most profitable when a mutuality of interest between the parties concerned is fairly regarded.

Furthermore, while it is undoubtedly true that the leading commercial nations of Europe do foster certain branches of industry and commerce and may be said to protect them, the method adopted is entirely different from what we call protection in the United States. The method of England, especially, is to remove burdens, to cheapen cost, and reduce prices. Our method, on the contrary, is to levy a tax, thereby increasing cost and reducing consumption. The one method may be called a bounty to the consumer, the other a bounty to the producer; one the method of abundance, the other of scarcity or privation; and as our main difficulty at present is excessive cost and high prices, we

* Raw materials are admitted free, or nearly so; and the rates of duty rise from this point towards the maximum, (10 per cent.,) according to the degree and fineness of manufacture. For instance, cotton carded, combed, or colored, is free; wadding, 1 thaler 15 silver groschen per hundred weight; cotton yarn, one and two threads, 2 thalers per hundred weight; the same, bleached or colored, 4 thalers per hundred weight; the same, three or more threads, 6 thalers per hundred weight. Again, wooden ships or boats are charged 5 per cent., but iron ships or boats 8 per cent.

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should do well to consider this difference and study the lesson which it teaches.

A TARIFF IS A TAX.

In entering upon the proposed analysis, it is important that one fact in the nature of an axiom, but too often overlooked in the discussion of this subject in the United States, should be kept clearly in view; and that is, that a tariff on imports is, under all circumstances, a tax, which is paid, wholly or in part, by the consumer. If the tariff be imposed solely for revenue, then the consideration of most importance in connection with it is one mainly of comparison, viz., to determine whether the tax in question is superior or inferior to other taxes in respect to economy of administration, equality of assessment, and productiveness of collection. To this theoretical economists would undoubtedly return a negative answer; and would support their conclusions by the experience of the densely populated manufacturing nations of the Old World, where the inhabited area is limited, the distribution of wealth most unequal, and law, through the maintenance of the police and standing army, not easily evaded. In the United States, on the contrary, where the area is continental, the population sparse, wealth more equally distributed, and the carrying out of laws is made dependent on public opinion rather than on the representatives of force, all experience tends to establish the fact that, objectionable as may be in many respects a high tariff, we have thus far been able to devise no other system of taxation which brings to itself so much of certainty in its results and equality in its apportionments. An illustration of this is afforded in the case of the customs duties upon the three articles of tea, sugar, and coffee, which at present approximate to an aggregate of about fifty millions of dollars per annum. These duties are assessed mainly at five or six ports of the country, and, being wholly specific, are collected without delay and with little trouble. It is not probable, moreover, that the revenue derived from them is evaded to any great extent through smuggling, while under-valuation is practically impossible. Being, furthermore, of almost universal consumption, the duties levied on them are very uniformly distributed, and fall upon the consumer in small amounts at any one time; while, as they cannot be considered as necessaries of life in a sense so absolute as breadstuffs and clothing, the payment of the tax through their use is in a great measure voluntary. Through these circumstances, therefore, the conditions of effectiveness, economy, and equality, as regards collection and apportionment, are most perfectly secured.*

* In illustration of this point the following statistics of the annual consumption of tea, coffee, and sugar in the United States are presented:

Article.	Average receipts from duty per annum.	Ave'ge annual consumption per capita.	Ave'ge annual consumption by each consumer.	Amount of duty or tax.	
				Per year.	Per week.
Tea	$2,300,000	1 pound.	2.08 pounds.	52 cents.	1 cent.
Coffee	8,000,000	4.8 pounds.	15 pounds.	75 cents.	1½ cent. (nearly.)
Sugar	30,000,000	26 pounds.	26 pounds.	78 cents.	1½ cent.
Pepper	64,750	2 ounces.	4 ounces.	3½ cents.	.072 cent.
	46,364,750	.....	.....	.....	4 cents.

From the above table it will be seen that a sum in gold is annually received into the treasury from the above few articles sufficient to pay the interest on $740,000,000 of the national debt, and at a cost of *four cents per week to each consumer;* a tax which practically must be unfelt by even the most indigent of our population.

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Let us next consider the conditions of raising an equivalent sum from internal taxation levied on the products of domestic industry. We select iron and its manufactures, boots and shoes, clothing, cotton and woollen fabrics in illustration, for the reason that these articles yielded by internal taxation during the fiscal year 1866 an amount very nearly equivalent to what is now obtained from the duties on tea, sugar and coffee. It must be obvious, in the first place, that the collection of this amount of revenue from the above enumerated domestic products must be an exceedingly complicated matter. In the place of five points of collection, the collection districts would extend over every furnace, rolling mill, foundry, machine shop, and over every cotton, woollen, and hardware manufactory, and over every factory or shop for the production of clothing, boots and shoes in the country, thus entailing an additional proportionate increase of expense and official inquisition.

Again: as iron, cotton, and woollen fabrics are the direct and essential component elements of a great variety of other products, the taxation which enhances their prices as raw materials in the first instance necessarily multiplies the price of all articles produced by their agency, thus restricting consumption and the extension of foreign commerce, and unfairly exposing great branches of domestic industry to a competition with foreign producers who are free from similar disabilities.

Another illustration of the superiority of the tariff as a means of raising revenue may be found in the acknowledged failure to collect a large proportion of the taxes assessed under the internal revenue, and in the great inequality which is known to exist in the distribution of the income tax; the amount which passed to the credit of this latter tax in a single district of the State of New York for the fiscal year 1867 having been more than double the collections under the same head in the same year from ten entire States of the Union.*

Following what appears to be a logical order, the Commissioner would next ask attention to two other points which have been made the subject of investigation, namely, *the direct effect of the tariff on the prices of imports; and the effect of the increase of tariff in checking importations.*

DISTRIBUTION OF TAXATION UNDER THE TARIFF.

In respect to the first point, namely, the direct effect of the tariff on the prices of imports, the influence is undoubtedly the same as is recog-

* The following comments by a recognized authority on the superiority of indirect as compared with direct taxation, as seen from a European stand point of view, will be read with interest in connection with this discussion:

"If all indirect taxes could be abolished it would undoubtedly be a great gain to mankind; but, unfortunately there are two great reasons why in this country, (Great Britain) at least, they cannot be abolished. The first is the great expenditure of the English government. Who that is acquainted with actual responsible finance would propose to raise that sum by direct taxation? A theorist on paper may propose a three shilling (15 per cent.) income tax and other such things; but no real finance minister, conversant with the wishes and charged with the finances of the country, would ever meet Parliament with propositions so disagreeable to the House, so disagreeable to the country, so little likely to yield the money. The poor man may or may not be benefitted less than the rich man by the existence of the civil government; but at all events, he is immensely benefited. But no system of direct taxation can make him contribute to its support without costing more than it brings in. An income tax on agricultural laborers would give the exchequer nothing; it would cost money rather than bring money. The effect, therefore, of raising our national revenue exclusively by a direct taxation, would be to exempt the great mass of the community from contributing to the national expenditure. And not only is direct taxation unjust and inexpedient; it is also subject to a greater defect, it is disagreeable. Human nature does not like it. A man would rather pay an unknown increment, an invisible addition to the price of some few things, than be asked point blank by the direct tax gatherer for a palpable conspicuous enjoyable sum. We do not say that men ought to feel thus, but that they do feel it, and they will always feel it."—*London Economist.*

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nized in the case of the taxes imposed under the internal revenue. If the demand be constant and nearly equal to the supply, the consumer, through the enhancement of price, invariably pays the entire duty, and generally some small additional percentage in compensation to the importer for the advances made by him on account of the duties, or, as at the present time, in the way of insurance against fluctuations in the value of the currency. On the other hand, in case the supply of the imported article tends to exceed the demand, (especially if demand is checked by reason of an enhancement of price resulting from an increase of tariff,) the importer will often abate prices in order to retain his market; the practical effect of which is, that the payment of the duties is divided more or less unequally between the importer and the consumer. If the profit on the imported article is not sufficient to allow of such abatements of price, and the consumer refuses to pay an increase sufficient wholly to compensate for the duties, the importation ceases, or the products are entered with the avowed intention of being sacrificed.

A few examples in illustration of these principles may be given. Thus, in the case of the article of tea, in respect to which the demand is almost always equal to the supply, the price since 1861 has increased to fully the extent of the duties imposed since that period; the average wholesale price of a particular variety, having increased from 68 cents, gold, per pound, to $1 35, currency, in 1867. This increase has been made up as follows: importing costs 68 cents, gold; duty, 25 cents, gold—93 cents, gold, or $1 30, currency, (adding the average gold premium for the year, 40 per cent.,) leaving five cents, currency, as additional profit, or, as currency insurance to the importer.*

Lumber offers another example of an article in which, owing to the relation of supply and demand, the duty imposed on the foreign import is undoubtedly paid wholly by the domestic consumer.

Fresh and dried fruits, fresh, dried, and salted fish, and many fancy articles, especially of German and French manufacture, are examples of importations on which the duty imposed is generally divided between the importer and consumer. It is also a noticeable fact that the wool tariff of 1867, by checking the importation of some varieties of wools and woollens, so increased the stocks of the same in foreign markets, that prices receded to an extent nearly or quite equivalent to the increase of duties.

Some forms of bar-iron, and of liquors, cigars, oats, butter, potatoes, cattle on the hoof, and fine wools, are examples of articles on which duties are imposed under the present tariff sufficient wholly or in a great degree to check importations.†

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*The experience of Great Britain for the last 20 years in respect to tea, as a source of revenue under the customs, has established this curious fact, viz: that a decrease of the tariff on this article brings no corresponding benefit in the way of reduction of price to the consumer. Thus, for example, while the duty on tea, under the British tariff, was reduced to the extent of 77 per cent. between the years 1849 and 1866, (from 2*s.* 2½*d.* in 1849 to 6*d.* in 1866,) the average price of tea "in bond," or duty free, during the same period exhibited a corresponding increase of about 50 per cent., (*i. e.* from 1*s.* 1*d.* to 1*s.* 7½*d.*,) and this, too, notwithstanding the fact that the supply, through importation, had no way abated, but, on the contrary, increased during the years 1862–'63 to an extent sufficient to overstock the market. The explanation of this commercial phenomena is, that as there is practically but one tea-producing country, the trade partakes of the character of the monopoly to such a degree that a decrease of the duty inures mainly to the advantage of the producer, and an increase, conversely, to his disadvantage. The opinion, therefore, so often expressed of late that a reduction of the present duty on tea would result in advantage to the American consumer is not likely to be practically realized.

†The following table showing the prices of Turk's Island salt, in gold, from 1841 to 1862, under different and widely varying conditions of tariff, illustrates the difficulty which often

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The general conclusion therefore of this investigation is, that while the imposition or increase of taxation under the tariff always occasions an increase in the price of imported articles to the consumer, it cannot be affirmed that such increase is always commensurate with the duties imposed, or that the duty is always *wholly* paid by the consumer.* On the other hand it not unfrequently happens, as will hereafter be shown, that the imposition of a tax in the form of a tariff on an imported article is made the occasion for very greatly and unnecessarily advancing the price of a corresponding domestic product, and thus taxing the community to an extent entirely disproportionate to any benefit which may accrue in the first instance to the national revenue.

INFLUENCE OF THE TARIFF IN CHECKING IMPORTATIONS.

We come next to the consideration of the influence of the tariff in checking importations; the practical interest in which question, at the present time, centres almost entirely in the fact, that an increase of the existing tariff has of late been persistently urged as a certain remedy for a present annual import, whose aggregate is regarded as excessive.

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exists of tracing any definite or constant connection between the prices of the imported article and the duties that may be imposed upon it:

Prices of Turk's Island salt in New York and rates of duty thereon from 1841, *when it was free of duty, until* 1862, *when the present rate of eighteen cents per hundred pounds was imposed.*

Dates.	Average prices per bushel.	Dates and rates of tariff on salt in bulk.
	Cents.	
July 12, 1841	30½	Free.
December 20, 1841	27	Free.
Jan. 24 to Mar. 21, 1842	25½	August 30, 1842, 8 cents per bushel.
April 11 to July 6, 1842	22	
July 18, 1842	25	
Oct. 7 and Nov. 28, 1842	28½	
March 10, 1845	24	
January 12 to 19, 1846	29	August 6, 1846, 20 per cent., (equal to about 2½ cents
Feb. 9 to Mar. 16, 1846	45	per bushel.)
April 27 to Dec. 21, 1846	27	
March 15, 1847	33	
March 20, 1848	27½	
Average of the year 1855	33	
Average of the year 1856	32	
April 9, 1857	26	March 3, 1857, 15 per cent., (equal to about 1½ cent
May 14, 1857	25	per bushel.)
June 17, 1857	23	
July 4, 1861	20	March 2, 1861, 4 cents per bushel.
July 25 to Aug. 15, 1861	21½	August 5, 1861, 12 cents per 100 pounds.
August 22, 1861	23½	
July 9, 1862	29½	
July 16, 1862	30	July 14, 1862, 18 cents per 100 pounds.
October 1 to 11, 1862	32½ to 34½	

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* Nothing can be more unfair than the practice which often prevails in discussing the tariff of comparing the prices of great staple articles of manufacture, as cotton fabrics, hosiery, iron, Bessemer steel, &c., at different periods, and then referring the decline which has taken place in their market values to the influence of legislation. In nine cases out of ten the slightest examination will show that the decline in question was due to what may be called the "world's progress," *i. e.*, to discoveries in mechanics and chemistry; to diminished cost and greater supply of raw material; to cheaper and quicker methods of transportation and to the general increase and diffusion of human knowledge; and that this progress has been in a very great degree independent of the United States, and would have taken place all the same if no tariff whatever had found a place upon the statute book of the country.

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That the imposition or increase of a tariff does contribute specifically to diminish or prohibit importations cannot be doubted; as, to use but a single illustration, the experience under the increased tariff on wool, passed March, 1867, sufficiently demonstrates. Thus, the net import of foreign wool, which amounted to 86,969,987 pounds in 1864, and 67,065,386 in 1866, declined to 29,475,698 in 1867, and to 21,682,166 in 1868.*

But whatever may be the force of specific examples, it is equally certain that a consideration of the whole subject will show that no material reduction of importations—certainly none proportionate to the means employed—can be effected through any practicable increase of the existing tariff. This will appear evident when we reflect, that the articles which constitute a very considerable part of the value of importations are not articles of strict luxury, which can be dispensed with at will, but articles whose consumption the people will not relinquish except upon the pressure of extreme poverty or necessity; or others which are absolutely essential to the continuance of great branches of domestic industry. Thus, for example, the four articles of tea, coffee, sugar and molasses, constituted nearly one-third of the net value of the imports for the fiscal year 1867–'68, exclusive of bullion and specie. Their consumption, moreover, is not only constantly and rapidly increasing with every increase of wealth and population, but the whole drift of popular sentiment is unmistakably inclined to favor a much larger importation through a reduction of the existing tariff. Another large class of articles, as the various dye-woods and dye materials, crude India-rubber, soda-ash, bleaching powders, guano, lumber, sulphur, hides and horns, hatters furs, ivory, raw silk, gums, rags, jute, saltpetre, tin, &c., are so essentially the raw materials of great branches of domestic industry, that while any interruption of their importation could only be attained at the expense of national decadence, an increased importation would infallibly indicate an increase of national prosperity. On these two classes of articles alone, the increase in the value of imports growing out of perfectly legitimate and natural causes, will probably be sufficient during the next three years, to fully counterbalance any reduction in the value of imports which might be effected through any changes which it would be possible to make in the tariff in respect to all other articles of foreign growth and importation. Thus, for example, the increase in the consumption of imported sugars for the year 1868 is reported as full *sixteen per cent.* above the consumption of the preceding year, while for the year 1869 an increase of at least ten per cent. is anticipated. Again, all experience, and especially the experience of the United States within the last three years, shows that there is a point beyond which duties imposed on importations cannot be carried without rendering them practically inoperative. Thus, under the existing tariff, the duties on wines, liquors, and silks have been carried to such a degree that only so much of these articles are now imported as are necessary to meet a popular requirement that no law can prevent from being satisfied. If carried beyond this point, the requirement or necessity will still be met, but the smuggler and illicit dealer, rather than the regular importer, will become the agent of supply; for in no country can evasion of the excise or customs be carried out more successfully than in a republic where popular opinion is both the law-maker and the law-sustainer. If proofs in support of this position are demanded, they are most abundant.

* The diminution of the exports of woollens to the United States from certain of the great manufacturing centres of Europe was also very noticeable. Thus the exports from the town of Huddersfield, Yorkshire, England, which, for the quarter ending June 30, 1866, were of the declared value of £139,775 18*s.*, fell off under the increased tariff on woollens for the corresponding quarter of 1867 to £41,025 12*s.*

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We select first the article of champagne, the importation of which in accordance with popular demand is less subject to fluctuation than almost any other article of foreign growth or production. In 1864, with gold at from 200 to 250, as compared with currency, the importation was 103,158 dozen; while in 1866, with gold at 140, the importation was 102,341 dozen. In view of this uniformity, is it reasonable to suppose that in this the last half of the 19th century any enactment of law is likely to prevent the people of the United States from obtaining at reasonable prices so much of this article as they may be willing and able to pay for? We find the answer in the experience of the last few years in respect to cigars, on which a rate of duty most excessive and extravagant, and twice as great as that imposed on champagne, has been adopted. Thus, in 1859, with a moderate duty, the importation of cigars was returned at about 800,000,000 per annum; in 1867, with a duty of about 150 per cent. in gold, *ad valorem*, the imports are returned at less than 30,000,000; and yet cigars of foreign production continue to be used in such quantities as to make it clearly evident that the supply is much greater than the returns of the legitimate importation would indicate. Again, opium, with a duty of nearly 100 per cent. *ad valorem*, was sold freely in the New York market during the past year at lower prices in currency than the equivalent of the market value through legitimate sources in gold.*

Another agency which tends to counteract or render temporary the influence of increased duties, in checking importations, is due to the circumstance, that experience shows, that whenever an advance has been made in the tariff on an imported article which comes in competition with a domestic product, the price of the domestic product is often advanced to a degree proportionate to the increase of duty. Prices being thus restored to a common level, the foreign producer is again enabled to enter the domestic market, to a greater or less extent, as a competitor.

If any further evidence is required, to prove the almost utter impossibility of predicating anything whatever, respecting the amount of importations, from the rates of duty imposed, it will be found in a review of the experience and workings of the various tariffs that have been enacted since the year 1840.

Thus, in 1842, the average tariff being 23.1 per cent., the total importations were of the value of $100,162,087. Three years later, or in 1845, the tariff having been advanced to an average of 32.5, the total value of the importations was $117,254,564, or an increase of the average duty one third, having increased the imports one-sixth.

The following table shows the varying value of imports for a number of years, under comparatively the same average rate of duty:

Years.	Rate of duty.	Value of imports.
1842	23.1	$100, 162, 087
1849	23	147, 857, 439
1854	23.5	304, 562, 381
1855	23	261, 468, 520

* The following extract from the report of the controller of customs of New Brunswick submitted June 29, 1867, has much significance:

"The total value of all goods imported into New Brunswick in 1866 was $10,000,794, against $7,085,595 in 1865, showing a large increase on the year's importations, (41 per cent.) The principal increase was on goods from the United Kingdom, the value of which was $4,022,956, against $2,284,449 in 1865, an increase of over 76 per cent. Two-thirds of the value of the imports from the United Kingdom consisted of haberdashery. St. John being a central point for travelers from the States, a considerable quantity of our duty-paid haberdashery is annually purchased and taken away by them."

In 1866 the duty on spirits imported into New Brunswick was increased about 50 per cent., viz: to 35 cents per gallon and three per cent. proof. In face of this we have the commercial phenomenon of a largely increased importation, viz: 470,590 gallons, against 311,668 in 1864.

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In 1860, the average rate of duties being 19 per cent., the returned value of the imports was $362,163,941. In 1866, the average rate of duties on total importations being 43.19 per cent., the returned value of imports was $437,640,354.

In short, it is other and far different agencies than the rates of duty which may be imposed under a tariff that determines the extent and value of importations.

For tabular statement showing the revenue collected each year, from 1789 to 1868, the amount of dutiable imports and free goods imported annually, and the average rate of duty on imports annually, reference is made to the appendix of this report marked F.

It is evident, therefore, that however desirable it may be, under the present financial condition of the country, to diminish the drain of the precious metals, or to avoid foreign indebtedness on account of importations, the way for the successful and practical accomplishment of the object does not lie in the direction of an increase of the existing tariff.

RELATIONS OF A TARIFF FOR REVENUE AND A TARIFF FOR PROTECTION.

But whatever of interest may attach to the discussion of a tariff, framed solely with a view to revenue, such discussion, except it refers to mere matters of adjustment, is at present of but little practical importance, inasmuch as there is no subject pertaining to our fiscal legislation in respect to which there is greater unanimity of public sentiment, than that which recognizes the advantage and necessity of making the tariff available to the greatest extent possible as a source of revenue. In this there is no essential difference in the policy of any party; and if there are any who can so far divest themselves of the conditions and necessities of the hour as to advocate a removal of all imposts and an abolition of all custom-houses, their expectation certainly does not extend to the immediate future. It is only when we pass to the consideration of a tariff imposed for purposes other than revenue, that essential differences of opinion manifest themselves and the embarrassments of the question are encountered.

In the consideration of a tariff for revenue the question at issue would, as already stated, appear to be one mainly of comparison, viz;, as regards the relative superiority of this or some other system, for the collection of a given and necessary amount of revenue.

In the consideration of a tariff imposed for purposes other than for revenue, the question at issue on the other hand would appear to be one of profit and loss, or rather of burden and advantage;—the burden being the tax and enhanced prices which the community consents to impose upon itself; and the advantage, the profit which is held to accrue from the resulting stimulus and development of domestic industry.

If these premises be correct, the essential point of interest in all this inquiry then is, simply to ascertain on which side of the account stands the balance; and this knowledge, in turn, is to be obtained so far as this investigation is concerned, through the analysis and determination of facts and through the experience alike of producers and consumers.—These facts and this experience the Commissioner, during the last three years, has sought, through his official position, diligently and impartially to obtain; not, as has been already stated, with a view of supporting the theory of free trade on the one hand, or protection on the other, but solely with a desire to know what policy hereafter is likely to prove most advantageous to the revenue and most certain to establish the credit of

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the whole country upon a sound and substantial basis. To the result of this investigation in particular he would next ask attention.

ESSENTIAL FEATURES OF THE EXISTING TARIFF.

The basis of the existing tariff is to be found in the act of March 2, 1861, which virtually repealed all former duties, by providing that upon all raw or unmanufactured articles and upon all articles manufactured in whole or part, not enumerated in said act, the rates of duty should be respectively 10 and 20 per cent. *ad valorem*. Since this date there have been eleven amendments essentially affecting rates of duty, some of which, like the acts of July 14, 1862, and June 30, 1867, were equivalent to almost complete revisions.*

The rate of duty imposed by the existing tariff on the invoice value in gold of the dutiable goods imported into the United States has averaged for the last three fiscal years about 48 per cent.†

If to these rates, freights, insurance and commissions, which in themselves constitute a natural and unavoidable tariff, be added, the average of duties will be still further increased to the extent of from 10 to 15 per cent.

Again, the requirements for revenue growing out of the war having necessitated the creation of an all-pervading system of internal taxation subsequent to the increase of the tariff in 1861, it became absolutely necessary, in order to prevent such increase from being neutralized by the taxes levied on the products of domestic industry, to increase at least correspondingly the rates of duty levied on the importation of competing products, which end was steadily kept in view, and in a great measure attained in the respective acts of June 30, 1864, and March 3, 1865. This statement is illustrated by the following table, which shows in respect to certain staple articles, the internal tax imposed by the act of June 30, 1864, and subsequent acts, and the increase of tariff allowed on the corresponding competing imported article.

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* The number of articles taxed under the existing tariff and specifically enumerated in the unofficial catalogue generally referred to, (Ogden's compilation,) is upwards of 2,000; but as many separate articles are often embraced under one common designation, the specific number is undoubtedly much greater; of these, a very large proportion afford only a nominal revenue, and in not a few instances the gross receipts from specific articles will not exceed the sum of $50 per annum. That conclusion, however, would be most hasty and injudicious which would advocate an exemption from duty of all articles yielding an inconsiderable amount of revenue, inasmuch as many such articles constitute, as it were, the outworks which defend and make certain the most important sources of revenue. Thus, for example, the amount of the article of sugar-candy imported is very inconsiderable, (probably not sufficient to defray the costs of collection,) but if this article were to be exempt from duty or admitted at a lower rate than simple sugar, its importation as a substitute for sugar would probably increase to an extent sufficient to seriously affect the revenue.

† The following table shows the exact percentage of duties to dutiable imports, and the per centage to total imports for the three fiscal years 1866, 1867, and 1868, respectively:

	1866.	1867.	1868.
Percentage to dutiable imports	48.56	47.34	47.86
Percentage to total imports	43.19	42.85	44.04

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Internal tax imposed by the act of June 30, 1864.

Articles.	Internal tax.	Duty prior to June 30, 1864.	Duty subsequent to June 30, 1864.	Increase.
Cotton, raw	$0 02½*	$0 00½*	$0 03	(†)
Bristles	‡5	10	15	$0 5
Blue vitriol	‡5	‡20	‡25	‡5
Brushes	‡5	‡35	‡40	‡5
Saltpetre	‡5	2	2½	½
Domesti · cottons, jeans, bedticks, pantaloon stuffs, &c	‡5	3	6	3
Domestic bleached cottons	‡5	3	5½	2½
Axes, hay-knives, hoes, steel rakes, sheep-shears, scythes, shovels, &c	‡5	‡35	45	‡10
Iron castings, gas and water pipe	§3 00	‡	1½	‖‡

* Per pound. † Repealed. ‡ Per cent. § Per ton. ‖ Or $15 per ton.

Since the 13th of July, 1866, the internal taxes on the above and all other domestic products, with few exceptions, have been substantially removed, but without any corresponding alterations in the tariff. The practical effect of this action, therefore, has been to increase gradually, and as it were insensibly, the percentage of the tariff, which increase for the majority of domestic products will average five per cent. as a minimum. On some articles, however, the comparative increase has been much greater, as, for example, upon imported liquors, the increase of tariff upon which, by the reduction of the internal taxes, must be regarded as equivalent to at least 40 per cent.

Notwithstanding these extreme rates, higher than have ever before been levied by the United States, or by any civilized nation in modern times, and higher, as we have just shown, by a minimum of five per cent. than at the termination of the war, the tariff as it stands to-day, fails in a great degree to check importations, or to give that degree of protection to which persons engaged in almost all branches of domestic industry have represented to Congress that they are rightfully entitled.

The cause of this curious politico-economic phenomenon is undoubtedly due in the first instance to the toleration and use of an inconvertible paper currency, which always has and always will work to the prejudice and disadvantage of the industry of every nation which adopts it, in comparison with those nations who recognize only the standard of gold and silver in their commercial transactions. In addition, however, a careful and impartial review of the arrangement and workings of the existing tariff will not fail to satisfy that not a few of the evils which those who advocate a continued increase of duties seek to remedy, have really been occasioned by an indiscriminate and injudicious application of identically the same policy.

The avowed object of the tariff, as revised in 1861, was revenue to provide for the expenses of a great war. Subordinate only to this was the other principle of discriminating duties in favor of domestic or home industry—a principle which may be considered as the present policy of the great majority of the American people, and which, as we have already shown, is recognized and virtually acted upon by all the leading commercial nations of Europe. With the termination of the war, and with accruing receipts from the tariff in excess of the actual requirements of the treasury, the popular tendency, as expressed by legislation, accomplished or projected, has been to reverse the order of importance of these two prin-

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ciples, and to make the idea of revenue subordinate to protection rather than protection subordinate to revenue. And in carrying out, furthermore, the idea of protection, but one rule for guidance would appear to have been adopted for legislation, viz: the assumption that whatever rate of duty could be shown to be for the advantage of any private interest, the same would prove equally advantageous to the interests of the whole country. The result has been a tariff based upon small issues rather than upon any great national principle; a tariff which is unjust and unequal; which needlessly enhances prices; which takes far more indirectly from the people than is received into the treasury; which renders an exchange of domestic for foreign commodities nearly impossible; which necessitates the continual exportation of obligations of national indebtedness and of the precious metals; and which, while professing to protect American industry, really, in many cases, discriminates against it. But as it is facts not assertions that are wanted, let us examine the existing tariff and see if the facts make good the assertions. One of the first things that an analysis will show is, that every interest that has been strong enough or sufficiently persistent to secure efficient representation at Washington has received a full measure of attention, while every other interest that has not had sufficient strength behind it to prompt to action has been imperfectly treated, or entirely neglected. Thus let any one glance at the great departments of wool and iron, and he will find that the duties on all the leading products have been carefully increased, harmonized, and adjusted, in a great degree, in accordance with the wishes of those interested.

TARIFF ON DRUGS AND CHEMICALS.

Now, in striking contrast to these is another great department of the tariff, viz: the department of drugs and chemicals, which embraces nearly one-half of all the articles on the list of enumerations on which a duty is levied. In this department there is hardly an individual in the nation who is not more or less directly interested. It regulates the price of nearly all medicines and remedies from the expensive alkaloid that protects from malaria, to the material of the cheap infusion that constitutes the relying remedy of the humble housewife; the gums of the varnish-maker and paper-stainer; of all dyewoods, dye extracts, resists, and mordants; of sulphur and the nitrates that form the basis of the great commercial acids; of the salts of artificial manures; of all the reagents and tests of the chemist; of the materials which assist in the welding and polishing of the metals; of the essential oils that constitute the raw material of the perfumer, the soap-maker, and manufacturer of extracts; of the great alkalies, bleaching powders, and antiseptics; of all photographic salts and preparations; the enamels of the jeweller; the fluxes of the glass-maker; the astringents of the tanner and leather-dresser—upon all of these, and many other articles and products embraced in this department, the duties are discordant and often antagonistic alike to the attainment of either revenue or protection; ad valorems being mixed up in the most heterogeneous manner with specifics, and neither having in general the slightest regard to the cost or use of a product. On some articles, like opium and the alkaloids, the duties are so excessive that the chief import is already made through the agency of the smuggler; on others of corresponding use and cost the duty ranges from the merest nominal to the most excessive rates. On the drugs used as medicines the duties which might be made specific are generally ad valorem, and so high as to constitute in themselves a bounty for the importation of the worthless material which all other markets have rejected. In some

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instances a discrimination has actually been made against domestic and in favor of foreign industry, as in the case of lac and lac dye, where the raw material is burdened with a duty of 10 cents per pound, and the manufactured article admitted free. On some of the varnish gums, articles which compete in no degree with any domestic product, the duty is in excess of their prime cost in the London markets; while in respect to glass, the statement is made to the Commissioner by one of the leading manufacturers of the country "that more duty is paid to the government by the domestic glass-maker on the imported raw materials used by him in his business than is received from duties imposed on the importation of table glass ware of foreign manufacture." Now the reason of this unfortunate condition of affairs is to be found in the fact that it has never been made the special interest of intelligent and influential parties disconnected with the government to press this matter upon the attention of Congress; and whenever a partial effort to arrest the attention of the committees has been made, the claims of the great special interests have been too urgent and imperative to allow time for consideration. Two years ago the Commissioner, aided by the voluntary efforts of some of the best experts in the country and leading members of the American Pharmaceutical Society, prepared and submitted to Congress a complete revision of this important branch of the tariff. His work, however, was not only not accepted, but the very fact that it was performed has been made the occasion of complaints as involving unnecessary interference with pending legislation, and a useless expenditure of time and labor.

INDISCRIMINATE PROTECTION A CHARACTERISTIC OF THE EXISTING TARIFF.

Another characteristic feature of the existing tariff is that it attempts indiscriminate or universal protection, an idea which, if fully carried out, would render all protection a nullity; and to the extent to which it is carried out does more for foreign as compared with domestic industry than almost any other one agency.

This will appear evident when we consider that but few products, the result of applied labor and capital, come to the consumer as the result of one process, but nearly all involve several stages or well-defined points of progress, in which the finished product of the one becomes the raw material of the other. If a tax laid under the tariff, with the view of protection, were impartially and universally apportioned; as, for example, if all duties were increased by one act ten per cent., prices, after a little, would be affected uniformly; all raw material of foreign production, or those of domestic origin whose price is regulated by a partial foreign supply, would rise equally with the manufactured product, and the cost of production, though pushed to a higher level, would relatively remain as before. If, on the contrary, the distribution of the tax were not made uniform, it is evident that whatever was laid upon a raw material would be equivalent to a reduction of protection to the product which results from its manufacture. But the term raw material, as above shown, is only a relative expression; so much so, that it would be difficult to instance any article, the product of industry, to which it could be absolutely and unqualifiedly applied. Thus, coal is the finished product of the miner, but the raw material for the manufacture of pig iron; pig iron, in turn, becomes the raw material for the manufacture of bar iron; bar iron for machinery, machinery for textile fabrics, textile fabrics for clothing, and clothing for the laborer, whose efforts in the single department of agriculture determine the national prosperity, and indeed the very

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existence of all other forms of industry. It will be found, furthermore, on analysis, that the amount of labor or capital invested or required in the several stages of industry above cited is very disproportionate, and increases very rapidly in the order of enumeration; there being, for example, more individuals employed in the manufacture of clothing in the city of Boston alone than there are in all the woollen mills of Massachusetts; while the number of laborers employed in agriculture is far in excess of those in all other industries combined. Hence the necessity in the construction of a tariff, whether the object aimed at be revenue or protection, of the exercise of discrimination; which discrimination, in order that it may be intelligent, must be based, not on a consideration singly and separately of the interests involved, but upon a consideration and knowledge of the relations which the separate interests sustain to the whole, keeping in view at the same time the cardinal doctrine that all legislation approximates to perfection in the degree that it provides for the greatest good of the greatest number. And unless this course is recognized and adopted, it never can be known, whether the benefit that may follow from the imposition or increase of a particular duty will not be more than counterbalanced by the injury that the same duty may inflict indirectly. In fact, the industrial interests of a highly civilized country are as mutually inter-connected and inter-dependent as are the diverse parts of the human body, and growth in both cases must be natural, symmetrical, and uniform, or the result will be distortion, torpidity, and paralysis.

The following incident of recent tariff experience strikingly illustrates the difficulty and danger of attempting to base legislation upon the demands of single interests, even though such demands may in themselves appear, and within a limited sphere actually be, intrinsically fair and just:

In the year 1864, the manufacturers of spool thread ascertained that fine English thread was being imported as yarn under a 35 per cent. duty and afterwards spooled in the United States, thus evading the duty on spool thread, which was considerably higher. Accordingly, on proper representation of the facts, the tariff was so amended that a duty of four cents was imposed upon each skein or hank of unwound thread or yarn of 840 yards, and, in addition thereto, thirty per cent. ad valorem—a rate which practically amounted to prohibition. On the attempt being made to enforce the duty, it became clearly apparent for the first time that the fine cotton threads or yarns, ranging from numbers 100 to 200, which it was proposed to exclude in the unwound state, were needed for many other purposes than for sewing, and that some of them could not at that time be furnished under any circumstances in this country. The very best quality are especially needed for the manufacture of elastic fabrics, which was indispensable for the making of suspenders, gaiters, and other products; and their manufacture, for the time being, would have been utterly ruined, could the object aimed at in the duty have been practically carried out. The manufacture of lastings, coburgs, and other worsted fabrics to which these yarns were essential, was also then being for the first time entered upon, and in one known case was actually abandoned in consequence of the interruption of the supply of fine cotton warps caused by the attempt to enforce the duty.

After considerable difficulty, great interruption of business, and the reshipment to Europe of importations of yarn which had been ordered before the enactment of the tariff amendment in question, the matter was adjusted by a decision of the Treasury to this effect; that a cotton warp or yarn intended for use in the manufacture of elastic, worsted, or

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woollen fabrics was a manufacture of cotton not specially enumerated, and was therefore subject to the ad valorem rates imposed on articles of this kind, rather than on those specifically fixed on thread or yarn; and by this decision only, several branches of American industry, involving probably more of capital and labor than was represented by the article which it was originally intended to protect, were saved from absolute destruction.

As another incident to this transaction it may be stated, that it was subsequently found by experience to be impracticable to enforce the duty on the skein or hank, according to the arbitrary standard of 840 yards, the effect of which has been that yarn in the skein, bundle, or cop continues to be imported at the rate of duty existing previous to the enactment of the amendment referred to.

EFFECT OF THE TARIFF ON SHIP-BUILDING AND COMMERCE.

But it is in respect to the absurdity, as well as the utterly disastrous influence that flows from the carrying out of the principle of universal and indiscriminate protection that the illustrations are the most numerous and significant. What, indeed, can be more instructive than the lesson afforded by the present condition of the ship-building interest and the foreign commerce of the United States. There are three things, the importation of which is theoretically impossible, viz., counterfeit money, indecent publications, and ships. In addition to this measure of absolute prohibition of ships there has been superadded, for the benefit of American ship-builders and ship-owners, a bounty in the restrictions which the law imposes on all foreign vessels from engaging in the coastwise trade; and yet to-day, speaking generally in respect to ocean traffic, we can neither build, buy, nor sell an American vessel.

This result is obviously due in no small part to the fact that while protecting the ships, we have also protected to nearly an equal degree the separate constituents that enter into the construction of ships, viz., the timber, the iron, the copper, the cordage, and the canvas; and these two agencies have so far neutralized and counterbalanced each other that neither party, within this particular sphere of industry, has been benefitted; the ships not having been built, or the constituents of their construction created or applied, while the community at large, whose interest it is that all these branches of industry should prosper, has likewise received no benefit, but rather detriment from the suspension or diversion of labor and capital from its previous employments. The same system, moreover, of checks and balances growing out of the indiscriminate and universal taxation under the tariff which we have thus shown to exist in ship-building, has been also so far extended to every other branch of production, *that if ships available for foreign trade were to-day furnished to hand, without cost, their use must be exceedingly limited, for the reason that the high prices of all domestic commodities would effectually prevent that exchange with foreign countries which in itself constitutes commerce.*

The nation during the last few years has rapidly learned to appreciate the effect of an universal and indiscriminate system of internal taxation in the enhancement of prices and in the restriction of production, but it has thus far failed to recognize, to the same extent, the inevitable tendency which the adoption of a similar system of taxation under the tariff has to produce results corresponding and analogous. Examples of the working of the tariff in particular instances will, however, greatly assist this understanding.

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TAXATION AND ENHANCEMENT OF THE PRICE OF LUMBER.

We select as our first illustration the article of lumber, on which the government levies a duty of twenty per cent. ad valorem; which rate, by the addition of the percentage which the importer almost invariably will add by reason of the payment of the duty, may probably be considered as equivalent at the present time to twenty-five per cent.

Now, the increasing necessity and use of this indispensable article is such, that the demand for the last few years has been fully equal to or has tended to exceed supply, which in turn has resulted in constantly augmented prices; the price, for example, of the cheapest varieties of lumber in the Albany, New York, market having advanced since 1861 about 100 per cent.*

A supply of foreign lumber (*i. e.*, from the British provinces) being absolutely essential to meet the requirements of the country—a fact generally conceded—two things follow as a matter of necessity; first, that whatever duty is imposed on the foreign product is paid wholly by the consumer, and is therefore equivalent to so much direct tax, and secondly, that the price of the imported article regulates and determines the selling price of the domestic product, at least for all that portion of the latter which is exposed to the competition of the foreign supply in the open and leading markets. Whatever, therefore, under these circumstances enhances the price of foreign lumber, be it a tax or some other agency, will from necessity augment the price of the domestic product to the same extent. Or, in other words, a tax on the importation of foreign lumber becomes also a tax upon the consumers of the whole domestic product; with this essential difference, that in the one case the proceeds of the tax results to the benefit of the national treasury; and in the other to the benefit exclusively of private interests.

Let us now see to what these respective taxes amount. The net invoice value of the importation of rough lumber, during the fiscal year 1868, was about seven and a half millions of dollars; while the value of the domestic product for the same period, or that part of it which entered into competition with this foreign import, may be approximately estimated at fifty-four millions. For every dollar, therefore, that is taken in the form of a direct tax, seven are taken indirectly through the increase of prices; or, in other words, $2,250,000 currency are received into the treasury at an indirect cost of about sixteen millions. And this is not all. 25 per cent. on the increased price of lumber means 25 per cent. in the increased price of houses, 25 per cent. in the increased price of vessels, of fences,

* Table showing the prices of the leading varieties of lumber in the Albany, New York, market, on the first of May, from 1861 to 1868, inclusive.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
Pine.....per M. feet..	$16 00	$18	$24	$30	$22	$29	$35	$31
Spruce .....do.....	10 00	12	15	21	17	24	25	20
Hemlock .....do.....	8 50	9	12	17	14	19	22	17
Black walnut .....do.....	.....	42	60	90	70	80	75	70

It will be observed that of the lumber most in demand for building purposes, the advance in prices from 1861 to 1867 was as follows:

Spruce, 150 per cent.; pine, 119, and hemlock, the most in demand for erection of the common description of dwellings, 158 per cent. In MAY, 1868, the prices had fallen from $4 to $5 per M. feet, making the increase from the prices of 1860, on the above varieties, 100,94, and 100 per cent respectively.

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of railroad ties, and other constructions of which wood is the principal constituent.* All these find their expression in the increase of wages and of the cost of other forms of raw material; and these in turn augment the cost of manufactures; and thus the wave of taxation, emanating from a common centre, continues to extend and enlarge itself until no man can measure the breadth and power of its influence, but breaking ultimately with its full force upon two classes of society, viz.: those living upon fixed incomes and the day laborer, for it is not in the power of either of these to arbitrarily increase his income as a measure of compensation. And all this has been done in the name of protection to American industry!

But are not the producers of lumber, it may be asked, equally entitled to the same measure of protection against the cheaper labor and capital of foreign countries as is conceded to other domestic interests? We find the answer, in the first place, in the claim which the lumber producers themselves preferred during the continuance of the universal system of internal taxation, viz.: that their product, by reason of its importance as a fundamental raw material in almost all other branches of industry, should be exempted from all burden of an excise; and this claim was promptly acknowledged and acceded to by Congress. Again, it has never been pretended, even by those who advocate the most extreme rates in respect to protection, that protection, or what is the same thing, a bounty, should ever be given to any interest that is able otherwise to sufficiently sustain itself. Now, previous to the repeal of the reciprocity treaty there was no duty imposed on raw and unmanufactured lumber imported from the British provinces, and previous to that time no interest was in a more flourishing and stable condition than that engaged in the production of lumber. Since the commencement of the war, moreover, *the increase in the price of lumber has been far in advance of the average increase in the price of labor and of other commodities.*

The interest of lumber production, therefore, judged simply by comparison, does not stand on terms of equality in respect to a claim for protection with other products; and if it did, there can be no benefit shown to accrue from taxation levied on the importation of lumber that will, in any degree, compensate for the injury that is thereby inevitably entailed upon other branches of industry. To tax lumber, therefore, under the tariff, even to the slightest extent, is to discriminate against rather than protect American industry.

A wise foresight, furthermore, would indicate that the national interests are likely to be best subserved by restricting rather than stimulating the destruction of our forests, which, in consequence of the continually augmenting demand for lumber, are diminishing and receding with alarming rapidity. So certain, moreover, is the future advance in the price of lumber, owing to increased demand and diminished supply, that if it were possible to draw for the next ten years the whole domestic supply from foreign sources, the result would unquestionably be for the benefit rather than the detriment of the country; while in respect to private interests the increase in value of timber lands held in reserve during the same period would probably exceed any average interest that would be likely to accrue from a different employment of capital.†

* In the United States there were sixty-six trades reported in 1860 as dependant upon wood as their material for manufacturing; and 242,958 men employed in the simple trade of carpentry alone—or three times as many as worked in cotton, and thirteen times as many as worked in the production of flour and meal.

† That the views here presented are beginning to be entertained in those sections of the country at present most directly interested in this branch of business, is evident from the following extracts from a communication from an authority on this subject in the State of Maine, who takes the view that the State itself should not allow the manufacture of lumber

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The increase in the receipts of lumber at some of the principal lumber markets of the country shows the remarkable increase in the demand and consumption of this article. Thus the increase at Albany of the quantity of boards and scantling received by the canals alone, in the two years from 1865 to 1867, was nearly 50 per cent., or 25 per cent. per annum; while at Chicago, in the four years from 1863 to 1867, the increase in the receipts were as follows: on lumber, 113 per cent.; shingles, 159 per cent.; and in laths, 251 per cent.

TAXATION OF SALT.

The Commissioner would next ask attention to the taxation imposed under the tariff on salt, a product which properly should be classed as an article of food.

The importing prices of salt at the principal foreign sources of supply range from 7 to 11 cents per bushel; the average price at Turk's Island being 10 cents, at Cadiz 7 cents, and at Liverpool 8 cents per bushel.

In 1841 the importation of salt was free; in 1842 a duty of 8 cents per bushel was imposed on salt in bulk, which was changed in 1846 to 20 per cent. ad valorem, or about 2 cents per bushel; in 1857 it was reduced to 15 per cent., or about 1½ cent per bushel; in March, 1861, it was increased to 4 cents per bushel; in August, 1861, to 12 cents, and in July, 1862, to 18 cents per 100 pounds. As the weight of a bushel of salt ranges from 56 to 85 pounds, it will, therefore, be seen that the existing duty is equivalent to an advalorem on the importing prices, as above given, of from 100 to 170 per cent., an average higher than is imposed under the tariff on any other article of primal necessity and consumption.

The relation between the duties and the importing cost of salt will, however, be rendered more apparent by the following statements, showing, in several specific instances, the results of actual experience:

No. 1.—Brig Goodwin, from Cadiz, arrived at New York, August, 1867:

Cost of cargo, 15,340 bushels, (gold)	$1,159 83
Duty paid on same	1,967 36
Percentage of duty to first cost	170

No. 2.—Brig Sarah Kennedy, from Bonaire, New York, September, 1867:

Cost of cargo, 16,740 bushels, (gold)	$1,500 00
Duty paid on same	2,160 00
Percentage of duty to first cost	144

to exceed its growth, and that "the sources of wealth represented by the forests of the State should not be wastefully drawn upon for the sake of present gain to the few at the expense of future profit to the public." "In the manufacture of the yearly growth of the forests of Maine," says the writer, "the lumber business would still be very extensive, and play an important part in increasing the wealth of the State. But as it is now conducted, business will soon begin to decrease in these places instead of increasing with the population as it ought to do." "Fifty years ago the immense tracts of woodlands on the banks of the Saco seemed almost inexhaustible; but with the mills that have been built, and the extensive manufacture of 'box shooks' and 'headings,' the lumber that now comes down is comparatively small, showing that the extent of the trade is beginning to cause an approximate exhaustion of the forest."

By a report made during the past year to the Foreign Office of Great Britain by the British consul at Stockholm, it would also appear that notwithstanding 91 per cent. of the area of the kingdom of Sweden consists chiefly of forest land, there is a general apprehension of approaching failure of the product of timber, and a reduction in the export of wood; all the forests in the populated parts of the kingdom and along the great lines of communication having been nearly or quite exhausted. It is also stated that no considerable compensation for this deficiency can at present be expected from the vast Norrland forests of that country, in consequence of their almost absolute inaccessibility.

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No. 3.—Ship Ontario, from Liverpool, New York, September, 1867:

Cost of cargo, 5,429 sacks Liverpool ground salt	$2,531,40
Duty paid on same	2,913 84
Percentage of duty to first cost	115

In 1860 the actual cost of a cargo of salt of 18,330 bushels, imported into Boston from the port of Trepani, Sicily, was declared at $2,063 41. The duty on this import under the then existing tariff, (viz., 15 per cent. ad valorem,) was $309 45. The duty on the same quantity of salt imported from the same port, under the present tariff of 18 cents per 100 pounds, would amount to $6,089 58, (gold.) The freights paid (in gold) in 1868 were not essentially different from those of 1860, but the selling price of salt has advanced about 28 cents per bushel, or from 20 to 23 cents in 1860 to from 48 to 51 cents in 1868.

And yet, notwithstanding this experience, it is claimed that the duties as they now stand are not sufficiently protective, and a further advance of from 18 to 24 cents per 100 pounds is urgently demanded, and has been acceded to in the bill now pending. (House of Representatives, No. 1211.)

In considering this application the question which naturally suggests itself, is: Are such excessive duties necessary to the existence and development of the salt manufacturing industry in the United States? And, independent of all particulars, it may be said, in reply, that it would seem in the first instance, to stand to reason, that there must be something entirely abnormal and unnatural in the prosecution of a business of any kind which requires, as the primal condition of its existence, the imposition of a tariff ranging from 100 to 170 per cent. ad valorem, and a consequent average enhancement of its price to consumers greater than that paid by other commercial nations.

Coming down, however, to particulars, we find that the leading organizations engaged in the manufacture of salt in the United States are at Syracuse, in the State of New York, and Saginaw, in the State of Michigan. Now, in order to the attainment of a full understanding of the relation which the duty on imported salt sustains to the manufacture and cost of the domestic product, we propose to ask attention briefly to the condition of these two companies, and to allow each one of them to submit the statement of its case through the medium of the sworn testimony of its principal officers.

The association at Syracuse, New York, obtains its brine or raw material from a State reservation, and pays to the State as a remuneration for a free supply of brine and for inspection, weighing, branding, and for keeping in order the conduits, buildings, and machinery, a toll of one cent on each bushel of salt manufactured.

Previous to 1860 the Commissioner finds that the manufacture of salt at this place was the result of independent individual, rather than of associated enterprise, and was lacking in such a systematic management, both as regards the manufacturing and selling, as was essential to continued and uninterrupted prosperity. In 1860, this result having become apparent, the various individual interests were consolidated into one association, an enactment having previously been obtained from the State legislature (viz., in 1859) which forbade the superintendent from furnishing brine to any other, or to new works, "until the quantity raised and distributed by the State shall be sufficient for fully supplying all the existing works through the manufacturing season." As the supply of salt water was not then nor has since been in excess of demand, the effect of this law was obviously to restrict the production of salt to

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the then existing manufacturers or their representatives. In the organization of the association, each individual manufacturer leased his salt property to the company at a yearly rental of 12½ per cent. on an appraised valuation, which valuation was considerably greater than what at that time was undoubtedly the actual cost. About five per cent. of the aggregate valuation, or about $160,000, was paid in to furnish a working capital, and the stock pro-rated to the manufacturers leasing their property.

With this preliminary explanation, attention is invited to the following abstract of testimony:

SYRACUSE, NEW YORK, *October* 24, 1867.

John W. Barker, secretary of the Onondaga Salt Company, being sworn, testified:

Question. What has been the average quantity of salt made during the last ten years on the Onondaga reservation?—Answer. In round numbers, 6,895,000 bushels. The present production is above the average of this period, and for the present year (1867) it will be from seven to seven and a half million bushels, (actual production, 7,595,565.)

Q. Is the quantity of brine obtained sufficient to work all the blocks and covers?—A. There is not a sufficient quantity raised, but we think there is an inexhaustible supply.

Q. What is the lowest strength of brine that you can work economically?—A. About 60 degrees by the salometer.

Q. Are you in the habit of working brine of less strength than 60 degrees?—A. We have several wells which furnish brine of less strength, and this we use, to some extent, with the stronger.

Q. Please state the nature of present organization of the Onondaga Salt Company?—A. It is an organization which was originated in 1860, and is to continue for ten years from that time. Previous to 1860, the manufacture of cover or solar salt was mostly carried on by separate companies, and block salt by individuals. In 1860 these separate companies were consolidated.

Q. Under what conditions was the individual property consolidated?—A. The property was appraised by the parties in interest. The original valuation of the property was $3,200,000.

Q. What interest was guaranteed on the property thus stocked?—A. We pay on that valuation 12½ per cent. as rent.

Q. Was that valuation a real valuation, or was it a price above cost?—A. It might be considered, on a general average, as a high valuation at that particular time.

Q. Was it not, in fact, 33 per cent. above the cost at that time?—A. No; it was not.

Q. Was it not 20 per cent above cost?—A. The general average of a salt block is $5,000.

Q. Was the actual cost of making a salt block in 1860 in excess of $3,000?—A. I think it was considerably. I can speak more definitely in regard to coarse salt.

Q. What is the working capital of your company?—A. It was originally $160,000, contributed by the parties to the block in the proportion of five per cent. on each share.

Q. Will you state what dividends the company has declared on the stock thus paid in?—A. Well, I don't know as I can do that. I shall have to refer to my books for the exact figures. The company has in some years paid very heavy dividends. The first year they incurred a loss. That was in 1860. They did not make enough in that year to pay expenses. In 1861 they made a small dividend. In 1862, 1863, and 1864 they made very large dividends. The price of salt was enormously high, owing to the state of the country at the time.

Q. Will you state how large the dividends were?—A. On the 14th of December, 1861, the first dividend was made. It was a dividend of seven per cent. The next dividend was made in March, 1862, of 12½ per cent. The next was made April 23, 1862, of $1 25 per share. The next was September 13, 1862, also $1 25 per share. The next, September 27, 1862, also $1 25 per share. Salt was then selling at $5 per barrel. The next was October 4 of the same year, of $1 25 per share, and again on October 11, of the same month, of $2 50 per share. The last extra dividend was made February 20, 1864. Since then the average annual dividends have been seven per cent.

Q. Has the stock of the company been increased since that time?—A. It has been doubled. [Making the present working capital of the company $320,000.]

Q. Have you divided since 1864 your full profits, or have you carried any considerable amount to a surplus fund?—A. We have a surplus on hand of about $600,000. Since the organization of the company in 1860 the whole amount paid in dividends is about $2,000,000; but of the profits made by the company since its organization, two-thirds at least have been made in coal and coal mining. The property of the company is now absolutely worth $4,498,969.

Q. What is the largest amount of government tax which you paid in any year?—A. Nearly $200,000.

Q. What legislation do you think is necessary to insure the continuance and prosperity of your company?—A. Well, I think it would be for the benefit of the salt company, and mankind generally, if we could have a market in New York at the same profit as in the west.

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We are obliged to send from a million to a million and a half or two millions of bushels to New York per annum, and upon this we make no profit.

Q. What, in your opinion, would be the effect on your works if the tariff should be reduced?—A. It would take us out of the market as a matter of course. We could not sustain ourselves there for a moment. We ought to have a higher duty. All the business we now do in New York is without profit. It is, in fact, a loss.

Q. What is the freight on a barrel of salt to New York?—A. It will average about 12½ cents per 100 pounds, or 37½ cents per barrel.

Q. Are your salt wells and works worked up to their fullest capacity?—A. Not the wells, but the works are. We are making all that is possible under the present condition of things.

Q. What proportion of your salt do you export to Canada?—About 100,000 barrels a year, (518,904 bushels in 1867.) The quantity has not materially differed in the last few years.

Q. Please state the present range of prices for your salt?—A Our price here (at Syracuse) is $2 35 per barrel. At Buffalo our nominal price is $2 50; further west, $2 40. In New York city it sells at from $1 75 to $1 80.

Q. Why should you sell your salt at a less price at tide-water than at Buffalo and other western markets?—A. Because we have not the same competition to encounter in the west.

Q. Then I am to understand that you regulate your prices by the competition?—A. Yes: and the comparatively large amount which we dispose of in the chief cities is another consideration for lowering the price. Our first business is to take care of our home trade, on which we require only a fair profit.

In submitting this testimony it is but simple justice to state that it was not only claimed by the Onondaga Salt Company, but that figures in support of the claim were also submitted, showing that a very large proportion of the great profits realized since 1861 have been due to the possession and control of cheap coal, and that if the average market price had been paid by them for the coal used under their furnaces, the cost of manufacturing salt would have been greatly enhanced. But allowing all this, it is difficult to see what bearing the fact has upon the claim of this particular company for an increase of the tariff, inasmuch as in determining the question we are to look at the circumstances as things actually are, and not as they might have been if less of foresight and good management had been exercised. To maintain the contrary would be, in fact, to assume that the amount of protection to be awarded to a particular industry should be in proportion to the incompetence displayed in its prosecution.

The next witness, to whose testimony attention is invited, is Duncan Stewart, esq., of Detroit, president of a salt manufacturing company at Saginaw, Michigan, who, being sworn, (October 15, 1867,) made answer to the following questions:

Question. Will you please state the present condition of the business of producing salt in the Saginaw salt district?—Answer. For the first few years that the business of manufacturing salt in Saginaw was carried on, there were very few people engaged in it who knew anything at all about the business, as to how it ought to be managed. This left the salt interest laboring under a very great disadvantage. I should say that at least one half of all the money that has been invested in the salt business there has been squandered uselessly and extravagantly, and that the business up to last year has paid little or no profit. This has not been owing to any disadvantage or defect in the business itself, but is mainly owing to the competition which has existed among the manufacturers, there being a large number of manufacturers, and each of them competing in the same market with all the others. Nineteen-twentieths perhaps of all those engaged in the business, not having the requisite capital to carry it on, have to throw their salt into the market as soon as it is produced. This has, however, been remedied to some extent. About 75 per cent. of those engaged in the business now are associated into companies, called the Saginaw Bay Company, and the Saginaw Valley Salt Company. I think there is but about one quarter of the whole interest outside of these associations now. The result has been better management, greater unity of action, less competition and better prices. I submit a table of the cost of making salt in the years 1864, 1865, and 1866, with the average rate of sales and profit and loss:

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Cost of making salt by the Saginaw Valley Salt Company in 1864, 1865, and 1866.

Year.	Wood.	Barrels.	Taxes.	Wages.	Repairs.	Material.	Incidental.	Total.	Sales.	Profit and loss.
1864....	$0 90.5	$0 48	$0 12.5	$0 54.3	$0 16.5	$0 05.2	$0 03.5	$2 30.5	$2 18.5	$0 12 per bbl. loss.
1865....	71.5	42.5	20	41.5	12.5	6	2¼	1 96¼	1 83¾	12.5 Do.
1866....	59	38.7	10.5	41.3	11.2	6.3	1.5	1 68.5	1 82	13.5 per bbl profit.
1867*...	.....	.....	.....	.....	.....	.....	.....	1 50	1 78	28 Do.

* Estimated.

I will state that the loss exhibited in this table was entirely brought about by bad management.

Q. Has there been any essential reduction of freights from the Saginaw district to the various lake ports?—A. The average freights this season to the Lake Erie ports will not exceed 50 per cent. of the average rates of last year. Freights to Toledo are about 25 cents against 75 for the early part of the season, and a dollar for the later part of the season. The Detroit freights ran from 35 cents to $1 50 in former years—this year 20 cents. The diminution of freights has, of itself, converted the manufacture of salt in the Saginaw valley into a fair success, where, without it, it would have been an absolute failure.

Q. What is the average price per barrel of Saginaw salt in the lake ports?—A. It has sold at an average of $2 18, as nearly as may be.

Q. To what extent does the salt manufactured at Syracuse compete with salt manufactured in the Saginaw district?—A. It competes with it in all the lake ports, the Syracuse people selling their salt in the larger ports at a rate very much below what they charge in New York; for instance, for the same kind of salt which they sell in New York for $2 50 they sell in Buffalo for $2 20, making a difference of 30 cents a barrel. This is done for the purpose of damaging the interests of the Saginaw manufacturers, the present high tariff giving them nearly the entire control of the seaboard markets, where they make large profits, enabling them to throw their salt into the western ports at, sometimes, much below the cost of product at Syracuse. This they do for the purpose of destroying the Saginaw interest.

Q. Have you any knowledge of the profits derived from the business of manufacturing salt during the last few years.—A. Yes, sir; I should say that our own experience, according to the statement I have handed in, shows a loss in the year 1864, without counting the loss of interest on investments, and in 1865 also. The profit made in 1866 is profit on manufacturing without counting anything for interest on investments; so that on the whole it has been a losing business.

Q. Have you any knowledge as to what have been the profits derived from the manufacture of salt in Syracuse during the last few years?—A. Not further than the prices quoted in the eastern markets; and judging from those prices, they must either have made enormous profits there or else have made an enormous loss at the west. My own opinion is that they made very large profits in the seaboard trade, from the quotations given.

Q. Are the present high rates of duty on foreign salt necessary, in your opinion, to encourage our domestic production of this article?—A. I think not.

Q. Will you state the reason why?—A. Because we have the entire benefit of the cost of transportation, which must be added to the cost of the foreign article; this of itself is a sufficient reason why we ought to be able to compete successfully with foreign salt at a less rate of duty than is now paid. The tariff inures almost entirely to the advantage of the Syracuse manufacturers, giving them almost the entire control of the seaboard market, enabling them to realize large profits; enabling them to lay the salt which they send to the western markets at a rate so low as to be ruinous to the interests of the Saginaw manufacturers.

Q. You have no doubt that this system has been pursued by parties engaged in the salt interest at Syracuse?—A. I have no doubt whatever that it has been pursued systematically and constantly since the commencement of the manufacture of salt at Saginaw.

Q. Do you look for an increased production of salt in the Saginaw district during the coming year?—A. Not with the present results of the trade, but a fall in the price of labor and material would probably largely increase the quantity of salt produced. With present prices there will be no increase, very many of the works having, even under the favorable circumstances of this year, not run at all. There is another matter connected with the tariff that I would like to call attention to, and it is the duty of 50 cents per cord that is levied upon cord wood imported into the United States from Canada. It would be a great boon to have this repealed; there being a short supply of wood in the Saginaw valley, which could be remedied by imports from the Canadian shores where the supply is abundant. And it would also diminish the cost of living of the laboring people. It operates not as a general, but a purely local

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tax, and is creating a great deal of dissatisfaction in the laboring community. They look upon it as an oppression. Cord wood has become extremely scarce in all the frontier States; and while its consumption is largely increasing, its source of supply is diminishing.

The next witness is James Oakes, of Boston, dealer in salt, who being duly sworn, testified as follows:

Question. Will you state the prices at which Syracuse salt is sold in the Boston market, October, 1868?—Answer. When sold to fishermen, who have the right to use foreign salt in bond, that is, to salt fish on board their vessels, the price is made to compete with foreign salt, say from 33 to 35 cents per bushel; but when sold to those fishermen who salt their fish on shore, and therefore have no right to use salt in bond, the price is from 15 to 17 cents per bushel higher. In other words, the Syracuse salt is sold to fishermen at 15 to 17 cents per bushel less than when sold for salting meat. Besides this difference in price the manufacturers of Syracuse salt employ agents to go to the different large fishing towns to solicit the patronage of the fishermen, and will deliver salt alongside of the fishermen's vessels at the different places free of charge to the consumer; the expense of which cannot be less than ten cents per bushel, including "fall short in measure," and in transporting from one port to the other. If a large profit did not arise even when selling to the fishermen at 33 to 35 cents per bushel, it is presumed that the manufacturers would not employ agents to go among the fishermen to solicit their custom, and then deliver the salt alongside. In view of these facts it seems to me evident that if the selling of salt to the fishermen be a remunerative business, and I think it is, from the vigor with which the agents of the manufacturers promote it, then the profits on salt sold for curing meats and other purposes, on which 15 to 17 cents per bushel additional is charged, must be exorbitant; and it should also be borne in mind that the expenses of conducting the latter branch of the business are much less than when the salt is delivered alongside the fishing vessels.

Q. Was any reduction made in the price of domestic salt, in consequence of abatement in 1867, and the entire removal in 1868 of the internal revenue tax on the manufacture of salt?—A. I think not. The price of domestic salt, when sold for salting fish on board vessel, is fixed so as to compete with foreign salt in bond, without regard to tax of any kind.

With this exposition of facts and testimony the question of the necessity or expediency of further increasing the present high duties on salt may well be submitted without argument. On the other hand, however, when we consider how, through the indispensable use of this article, an increase of its price (from 23 cents per bushel in 1861, to 48 cents in 1868) has come home to the whole people; how such increase affects the great industrial interests involved in the packing of beef, pork, fish and butter, and consequently the distribution and price of food at home and its exchange for foreign commodities abroad; and especially when we consider that the internal tax on this article—which in 1865 was collected from one company to the extent of about $200,000—has been entirely removed;* in view of all these circumstances, may we not well ask, whether protection to American industry and a regard to the interests of the whole people does not demand, not only that there be no further increase of the tariff and the price of salt, but that a reasonable and moderate reduction of the existing duties be promptly conceded.

One further illustration of the effects of the existing duties on salt may be presented. In the Gulf of California, just north of the 26th parallel, there is an island—Carmen—where salt of remarkable purity is deposited by natural agencies in inexhaustible quantities. The situation and condition of this island are such, that it would seem as if it were intended to be the natural and cheap source of supply of salt for the whole Pacific coast of our country; and yet by the agency of men, and in the name of protection, this free gift of God, and this great source of national wealth, has been rendered practically of no account, inasmuch as the royalty exacted by the Mexican government, the United States

*As has been before shown, the price of coarse salt per barrel in Chicago ruled higher during the years 1867–'8, subsequent to the removal of the internal revenue tax, than in the year 1865, when a heavy tax was imposed.

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tariff added, and the expenses of collecting and transportation, in the aggregate amount so nearly to the price of salt obtained from other sources in San Francisco, as almost completely to eat up all profits, and thus close in a great degree the only market to which it can be taken.*

The result of all this is, that capital and labor, in a section of country where capital and labor are of all things most in demand, are withdrawn from other employments and diverted to doing that which nature herself has already done much more perfectly, viz: making salt from sea-water in the bay of San Francisco, at a cost of from $7 to $10 per ton.

The character and results of this unnatural industry may be inferred from the following extract from a report made to the Commissioner by one of the best recognized authorities on this subject on the Pacific coast:

"The bay salt produced at San Francisco is frequently of an inferior quality, and is mixed with a large proportion of Carmen island salt before it can be made suitable for many of the purposes for which salt is required. The high price of labor, the absence of all reasonable facilities, and the inferior quality of the salt produced at the works, all combine to make the industry one of no importance on this coast, and not one that deserves special protection. At present the duty on Carmen island salt amounts almost to prohibition, and but from 3,000 to 4,000 tons are yearly consumed. Could it be admitted free or at a lower rate of duty, the consumption of this one variety would amount to at least 15,000 tons per annum. It is now utterly impossible to make money in many parts of California and Oregon by packing beef and pork, owing to the high price of salt, occasioned by the excessive duty: which upon the Carmen island product amounts to more than 300 per cent. of the original cost, exclusive of freight by steamers. I say nothing about the mining interests which would be advanced by cheap salt, but these will be ultimately very important, as the sulphurets containing gold are being worked with great success by chlorination in California, and salt in this is one of the principal items of expense." †

TAXATION ON PIG IRON.

Again, the article of pig iron affords a striking illustration of an instance where a duty originally levied for revenue and protection, or as an offset to internal taxes, has been continued long after its object has been fully attained, for the interest of the few, but to the detriment of the many.

The existing duty on pig iron is $9, gold; equivalent to over $12 currency. The average expenditure requisite to produce a ton of pig iron

* The items which make up this cost, as reported to the Commissioner, are as follows:

Cost of collecting and delivering on board a vessel, per ton of 2,000 pounds	$1 16
United States duty, (over 300 per cent.)	3 60
Freights	5 00
Mexican royalty and incidentals	2 74
Cost of Carmen island salt laid down in San Francisco, August, 1868, (gold)	12 50

† The following analyses, made during the past year at San Francisco, show the superiority of Carmen sisland salt as compared with that manufactured in the bay of San Francisco:

	Carmen's island.	Bay salt.
Water	3.320	5.95
Sulphate of lime	1.416	0.157
" " magnesia	0.000	0.742
Chloride of calcium	0.402	0.000
" " magnesium	0.066	1.016
" " sodium	94.796	92.135
	100.000	100.000

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in the United States to-day may be fairly estimated as not in excess of $26 per ton, currency; and in the case of furnaces favorably situated as regards cheap coal or ore, and under good management, the actual cost, could it be truly ascertained, would not probably be found in excess of $24. Now, the selling price of Nos. 1 and 2 pig iron in the markets of the United States at present, and for the last year, has ranged from $37 to $42 per ton, with a demand continually tending to exceed supply.*

Under these circumstances the manufacturers of pig iron have, to the detriment of the rolling-mill interest, and to the expense of every consumer of iron from a rail to a ploughshare, and from a boiler plate to a tenpenny nail, realized continued profits which have hardly any parallel in the history of legitimate industry, the returns of one set of furnaces in one of the middle States, communicated to the Commissioner, showing a yearly product of 35,000 tons, on a capital of $450,000, sold at a profit of from $10 to $13 per ton.

The Commissioner, as he writes, (November, 1868,) has before him letters from the representatives of the bar and sheet-iron interests in nearly all sections of the country, to this effect: "Our works are busy, but not remunerative. The profit of the iron manufacture is all absorbed by the manufacturers of pig metal. Our only hope is in equalization, and in a fair increase of protection by Congress at its next session."

Now, it would seem that if the manufacturers of pig iron had really at heart the great interests of American industry, they would of their own accord memorialize Congress to this effect: "Our profits being far larger than is necessary for the prosperity and rapid extension of our business, we desire and can have no more efficient protection than what would of necessity be guaranteed to us by the prosperity and extension of the rolling-mill interest; and this protection can be readily attained, with benefit alike to producers and consumers, by affording under the existing tariff to the manufacturers of rolled iron cheaper raw material. We therefore request that the duty on pig iron, so far as it has heretofore been imposed or maintained for our benefit, may be relaxed or wholly abolished in the interest of the associated branches of the iron industry, which are less prosperous." The Commissioner has not, however, heard that any such movement has been contemplated, but on the contrary it is apparent from an inspection of House bill No. 1,211, now pending, that the manufacturers of pig iron propose to allow the representatives of the bar iron interest

* Thus we quote from recent price currents of recognized authority:

July, 1868.—Furnaces are still running on hard iron, and there is not enough No. 1 iron to meet the demand. Prices are nominally $42 for No. 1 extra; $36 to $38 for No. 2 extra for American, and $42 to $45 for Scotch. The latter is also becoming scarce.

August, 1868.—American, No. 1 extra and 2 extra irons continue scarce, and prices rule from $41 to $43; the offerings few and stock exhausted. The demand for 1 extra and 2 extra pig iron is increasing, without at present an adequate supply.

September, 1868.—American pig iron has not materially changed in price, and we do not alter our quotations. No. 1 continues very scarce, and the demand is in excess of the supply. No. 2 extra is also hard to find. Bar iron is very firm, and holders are indisposed to make concessions. The mills are fully occupied, and in most instances considerably behind their orders—in some cases four to six weeks. The stock they have on hand is unusually small.

November, 1868.—American pig is unchanged, with scarcely enough in market to make any business. We quote No. 1, $42 to $43; No. 2 extra, $38; No. 2, $36 to $37. Furnaces are more firm in their deliveries. Scotch pig is held at higher figures, and holders are not anxious to sell. Bar iron is unchanged, the demand from store being light, but the mills continue fully occupied, being in many cases a month or six weeks behind their orders.

December 24, 1868.—Since our last report there has not been any especial change in the market. American pig is very scarce, and lots, when wanted, are sometimes hard find. No. 1 is generally held at $41, though there have been sales at $40 50 for prompt cash. By the manufacturers of pig iron it is contended that during the coming year prices will range higher than they have been.—*Iron Age.*

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to ask from Congress at this session such further legislation as will, without reducing the present unduly enhanced cost of pig iron, guarantee to the latter at the expense of the consumers such additional profit as may render their business remunerative.

ADDITIONAL EXAMPLES.

The Commissioner has thus selected lumber, salt, and pig iron as illustrations of the working of the present tariff, because these articles, in their production and application, are widely and familiarly known. He might, however, have selected many others whose example would have been equally pertinent; but he believes enough has been said to fully prove the necessity of a revision of the existing tariff, with a view of increasing domestic production by removing obstacles which now obstruct the path of national development. A few illustrations derived from House bill No. 1211, now pending, may, however, be given to prove the danger of a partial revision, which may appear to be a change in the direction of greater freedom.

He would first ask attention to the article of quinine, which ought to be admitted free, or at a low rate of duty, unless it shall be admitted that it is the policy of the government to attempt to collect a revenue from an article upon which the health of the people in large sections of our country depends. The duty on quinine was raised, in 1862, from 30 per cent. to 45 per cent., at the time when a duty of 20 per cent. was imposed on the raw material of its manufacture—cinchona bark—(before free,) and when, in addition to a direct internal revenue tax, a heavy tax was also imposed on distilled spirits, which is indispensable for the manufacture of this alkaloid. Now, although the internal revenue tax on quinine has been entirely removed, and the tax on spirits greatly reduced, it is proposed in House bill No. 1211 to entirely remove the duty on cinchona bark, without making any corresponding reduction in duty on quinine, the practical effect of which is to afford an additional and very large protection on quinine, under the specious pretext of an abatement of duties, and thus place it in the power of a few manufacturers to unduly enhance the price of an article whose use is almost indispensable to existence in certain sections of the country.

Again, referring to the same bill, it will be seen that it is proposed in like manner to afford indirectly a large additional protection on glue by removing all duties from the raw material of its manufacture, but allowing the present high duty on the finished product to remain unaltered. The Commissioner submits that there is nothing in the condition of the glue manufacture of the United States that warrants the imposition of such an additional tax upon every carpenter, cabinet-maker, book-binder and wall paper manufacturer in the country; and he does not believe that the representatives of the quinine and glue interest would have been bold enough to have asked openly from Congress for that increase of 20 per cent. and 10 per cent. respectively on their products which they now propose to obtain indirectly through an act of apparent liberality.

The Commissioner also fails to see the protection to American industry involved in the proposition made in the same bill to impose new and heavy burdens of taxation upon the great industrial interests of paper, soap, glass, calico printing, and bleaching by increasing the duty now levied upon the importation of the crude carbonates of soda (*i. e.*, soda ash) 100 per cent. How important these products are to the industries above referred to, and how extensive would be the taxation to the whole community,

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arising from even a small increase in their price, may be readily inferred from the single fact that the annual industrial consumption of the common salts of soda in the United States is at present in excess of one hundred and fifty millions of pounds.

It is apparent that the questions here raised by the Commissioner have really nothing whatever to do with either the theory or the practice of free trade or protection. Protection implies help and defence to the weak; but in the instances cited the help has been given to the strong at the expense of the weak; and in this the proverb of old is as true in respect to nations as it is of individuals, viz., "he that giveth to the rich shall surely come to want."

RESULT OF EXISTING INFLUENCES ON NATIONAL DEVELOPMENT.

Let us, however, briefly consider the influence and tendency of the state of things we have described, whether such a state of things be the result of our irredeemable currency, or injudicious and indiscriminate taxation.

All commerce is in the nature of barter or exchange. The men who bring to us coffee, sugar, tea, hides, silks, dye-stuffs, and the like, are not the men whose labor or capital has been directly concerned in the production of these articles, but men whose simple and sole business is to exchange these products at a profit, for the products of other nations. What the exchanger desires most to receive is product in kind, which he may further exchange with additional profit elsewhere, and at the same time realize a profit both ways on the agencies employed by him in transmission, viz., on his vessels, by their freights. What he desires least to receive is gold or silver, inasmuch as the intrinsic value of these articles is nearly the same in all countries, and their movement and transmission, instead of being a source of profit, is rather a source of expense.

Now, the condition of things in the United States is just this. We have so raised the cost of all domestic products that exchange in kind with all foreign nations is almost impossible. The majority of what foreign nations have to sell us, as already shown, we must or will have. What foreign nations want and we produce—cotton and a few other articles excepted—they can buy elsewhere cheaper. We are therefore obliged to pay in no small part for such foreign productions as we need or will have, either in the precious metals, or what is worse, in unduly depreciated promises of national payment. And yet there are men who are so far unable to realize this condition of affairs, that they severally desire and honestly think they can remedy the evils in question by measures which, like the increase of the currency, the increase of the tariff, or other forms of taxation, will inevitably make prices and the cost of production still higher, and thus aggravate the very difficulties which are already so serious.

HOW THE UNITED STATES TRADES WITH THE ARGENTINE REPUBLIC.

As a practical illustration of the above proposition, let us subject to analysis the commercial relations existing between the United States and the Argentine Republic of South America, (Buenos Ayres.) The necessities of trade between the two countries belong in the first instance to the United States, which does not afford a supply of domestic hides sufficient to meet more than 58 per cent. of its domestic consumption of leather; and has, in addition, practically no domestic supply whatever of either goat skins or horse-hair. Now the Argentine Republic has these

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articles especially to sell and export, and if she is willing to dispose of them on terms equally advantageous with other nations, it is not a matter of choice on the part of the United States whether she will trade, but a matter of necessity.

It is also worth while to diverge for a moment from the discussion of the immediate subject under consideration, and see how important is the relation of this supply of foreign hides to American domestic industry, and how good a thing the United States makes of it. The estimated value of all the domestic hides manufactured in the United States during the year 1866, at $5 50 each, was $19,250,000. The estimated value of the foreign hides received at the principal Atlantic ports of the United States during the same year was about $14,000,000, (values in both instances being reduced to currency with an assumed gold premium of 40 per cent.,) making a total of $33,250,000 as the value of the raw material hides for the year in question. Now during this same year there was received in the city of Boston unmanufactured leather of domestic tanning to the value of $17,463,998; and there was sold and shipped from the State of Massachusetts alone, boots and shoes of an estimated value of $55,000,000—total $72,463,998, which large sum represents very imperfectly, but yet most strikingly, the extent to which the value of the hides became enhanced by the process of manufacturing, and also the remuneration which, through such enhancement, necessarily accrued to labor, inasmuch as the increased value in question represents to a greater degree than in most manufactures the amount paid directly to labor.

As might be inferred from this showing, the United States continues to purchase hides from Buenos Ayres, and continues to add to her wealth and to the sources of employment for her people by so doing; but in thus purchasing we find that the United States stands on a different footing from other commercial nations; or, in other words, has a way of doing things peculiar to herself. Let us see how this is:

The Argentine Republic, in sending hides, goat skins, and horse-hair to the United States, requires an equivalent. It has no forests, few manufactures, and an insufficient supply of breadstuffs. It therefore requires lumber, flour, textile fabrics, especially coarse cottons and calicoes, ready-made clothing, furniture, wagons, hardware, saddlery, paints, paper, &c, all products which the United States is capable of producing in unlimited quantity, and is desirous of selling. The people of the Argentine Republic, furthermore, do not desire payment for these products in the precious metals, and if obliged to receive them must immediately exchange them for the above-named commodities, which are absolutely essential to their existence as a civilized people. Now, as the United States stands to the Argentine republic in the relation of almost their best customer, and as the two nations are further assimilated through continental position and a common form of government, and as the former is capable and desirous of supplying those commodities which the latter especially needs, it might naturally be supposed that the trade between the two would be reciprocal. The exact contrary is, however, the case. The United States, year by year, increases its purchases from the Argentine Republic, while the amount of domestic products which the latter, in turn, purchases from the former increases very slowly, or remains altogether stationary. Thus, during the year 1866—the latest of which we have exact returns—the United States increased the value of its imports from the Argentine Republic to the extent of 20 per cent. over the values of any preceding year, but increased its exports during

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the same period to the same country only two per cent.* During the same year, however, Great Britain increased her exports to the Argentine Republic 46 per cent., France 65 per cent., and Germany 26 per cent. Now this result is due, not to any unwillingness on the part of the people of the Argentine Republic to purchase of the United States, but simply and solely to the fact that the prices of all commodities in the United States are so much hi her than in all other markets of the world that reciprocal trade is disadvantageous and impossible. The United States, therefore, unable, as before shown, to dispense with the productions of Buenos Ayres, and unable to pay for the same in the products of its own industry, settles the balance of trade, not by sending gold and silver directly to Buenos Ayres, but by purchasing, in the first instance, bills of exchange on England, paying a banker's profit, and probably effecting such purchase to a greater or less extent by selling at a discount the nation's obligations of indebtedness. The debt thus transferred to Great Britain is settled by the exportation to Buenos Ayres of British manufactures, paying another profit, and in British vessels, paying freights and commissions. And this process goes on month after month and year after year, until the continued and unnatural drain of the precious metals and the continual exportation of bonds having become startling, it is gravely proposed to reverse the order of things by making the taxation a little higher; or, coming down to particulars, having as a nation the most perfect machinery for manufacturing boots and shoes, and the most skilled workmen for the management of such machinery, we propose to continue to neutralize these benefits and prevent the people of other countries from supplying themselves in our markets; first, by imposing a tax of 10 per cent. on the imported hides, of which we cannot produce a supply sufficient for our requirements for leather; 20 per cent. on the lumber of which we build the shoemaker's shop, thereby augmenting his rent; 2½ cents per pound on the hammer with which he drives his pegs; 40 per cent. on the thread with which he sews; $1 25 per ton on the coal with which he warms himself; 20 per cent. on the flour from which his bread is made; 25 cents per bushel on his potatoes; $2 per barrel on the fish which he may eat on Friday, if perchance any of these articles are imported; and then, when the shoe is completed, let the shoemaker charge back, in turn, all these taxes, and something additional as a consideration for paying them, to the sailor, the lumberman, the carpenter, the iron-worker, the weaver, the spinner, the farmer, and the fisherman, and if any profit on the transaction is realized, let him then convert this into a certificate of national indebtedness, and exchange it at a discount with the Chinaman, the Cuban, and the Brazilian, for his tea, his sugar, and his coffee. If the country does not prosper and increase in wealth under this condition of things, it is not because it has not fully tried the experiment.

INFLUENCE OF STATE AND LOCAL TAXATION ON THE COST OF PRODUCTION.

In reviewing the several causes which, through the enhancement of the cost of production, and consequently of prices, tend to prevent the products of American industry from exchanging on terms of equality in foreign markets with the products of competing manufacturing and commercial nations, the influence of State and local taxation should not

* It may also be noted that no small part of what is credited at Buenos Ayres to exports from the United States was really lumber shipped on board of American vessels at ports of the British provinces, and was not, in any sense, American product.

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be overlooked. The space available in this report is, however, too limited to allow of much discussion on this subject, further than to point out and illustrate the fact that while in Great Britain, France, Belgium, and Prussia, especial care is taken that the incidence of local taxation shall not increase the cost of manufactures, or of the commercial transactions involved in the movement of the finished products of industry to a market; in the United States, on the contrary, up to the present time, it has been considered desirable rather than otherwise to impose upon the capital especially employed in manufacturing as large a proportion of the burden of local taxation as practicable. It is, therefore, conclusive that to the extent of this difference the American producer must enter the foreign market at a disadvantage, for which there can be no direct compensation; and that as regards the home market he has need and claim for a corresponding measure of protection, to which there cannot, in fairness, be any legitimate opposition. How this condition of inequality operates as a bar to national progress and development may be practically shown by an example.

Let us suppose the projection of a new line of steamships to run between New York and Europe in competition with existing lines, now controlled by foreign capitalists and registered under a foreign flag. If the nationality of the company is to be American, and its location New York, the State, county, and city of New York would have levied during the past year on the whole accessible capital of the company—in the form of vessels, wharves, machine-shops, offices, and floating capital—a tax of 2.62 per cent. Beyond this the national government would impose an average duty under the tariff on all articles of foreign growth and importation used in the vessels of the line of 48 per cent.; on the gross receipts from passengers, of 2½ per cent., and on the profits or dividends of the company, (if perchance there should be any,) an income tax of 5 per cent. If now, on the other hand, the status of the company is made foreign, and its location be fixed at Liverpool, the whole amount of local taxation to which the company would be subject would be merely an assessment to the extent of from 10 to 25 per cent. on the rental value of the premises occupied either as offices, storehouses, or machine shops. Beyond this the British government would have levied, in the year 1867, an income tax on the profits of the individual stockholders or owners, of four pence on the pound sterling, equivalent to 1⅔ per cent.; and omitting all other forms of direct taxation would have allowed all articles of foreign growth and production, such as sugars, tea, coffee, wines, and tobacco, which might be required for use on board the steamers in question to be taken from bond free of duty. The difference in the return on the investment, therefore, growing out of the difference merely in the fiscal systems recognized in the different localities specified, would be of itself sufficient to afford to the foreign capitalist a dividend on his stock nearly or quite equal to the ordinary rate of European interest on the capital employed, while to the American investor the disadvantage would have an expression two-fold greater, through the increase of expenses and the diminution of profit. With competition, therefore, with foreign nations on terms of equality, being thus from the very outset, by our own acts, rendered impossible, the failure or slow growth of American steamship enterprizes becomes no longer a mystery.

If we select as another example the manufacture of cotton in Great Britain and the United States, respectively, we find that in the former country the incidence of all local or other direct taxation extends only to the rental value of the buildings for the reception of machinery or the promotion of other details of the business, and does not in any way

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regard the value of the machinery which may be placed in such buildings, or the capital employed in its workings. On the other hand, in the United States the incidence of local taxation falls on everything connected with the business of cotton manufacture that is accessible, viz., buildings, land, and machinery; and is, moreover, not unfrequently duplicated in the following manner: thus, factories are often built in this country under acts of incorporation in one State, while the stock is held or owned chiefly in other States. The municipality in which the factory is located taxes the building and machinery, and collects the tax of the corporation; the municipality, on the other hand, in which the stockholder resides taxes the stock to him at its market value as personal property, thus duplicating the tax on identically the same property, and leaving its owner no remedy. In one instance, (and that not an exceptional one,) brought to the notice of the Commissioner, the aggregate of these local taxes imposed on a particular corporation amounted, in 1866, to $4\frac{9}{10}$ per cent. upon the capital invested, and in 1868, to over four per cent. But vicious as this system is upon its face, its effect, especially in a national point of view, cannot be realized until we take into consideration the fact that the capital required in the United States to build a cotton mill is about double the amount required for a similar purpose in Great Britain. Four per cent., therefore, on the capital of a cotton mill in the United States represents eight per cent. on the same productive power in Great Britain, or a rate which is almost double the average rate of interest in the latter country. It is, therefore, clear that American manufacturers, engaged in cotton and other industries similarly affected, absolutely need a measure of protection in respect to this one item alone, in order to enable them to compete successfully even in the domestic markets against these foreign competitors.

Now, if the United States proposes to maintain and extend its foreign commerce, an attainment indispensable to national greatness, and to hold and exert that influence throughout the civilized world which its continental dominion, its population and wealth should entitle it, it must place itself on an equality as regards the conditions of production with other competing nations. And a timely consideration of the influence of this local taxation on prices and national development is therefore most important. The remedy for the objectionable features which characterize the existing system is probably to be found in a re-adjustment, rather than in a reduction of taxation, although in respect to this latter point much can undoubtedly be accomplished by the exercise of economy and wise administration.

The burden, in any event we may be certain, will be heavy, but in proportion as it is so, it is all the more important to consider, whether we will place it squarely on the back rather than hang it to the neck or suspend it from the extremities.

Furthermore, it must not be imagined, that the local taxation of England or France is inconsiderable. On the contrary, it is heavy. Thus, for the year 1867, the aggregate amount of local taxation for England and Wales was £18,367,773, sterling ($89,610,000,) which amount, if we except such anomalies as the taxation of some of our large cities, that for the city of New York the present year being in excess of $22,000,000, will not prove unfavorably disproportionate to the average of the United States.* This amount in England and Wales is raised almost wholly by

* Recent parliamentary returns show that the local taxation of England and Wales has increased since 1837 nearly 100 per cent., the taxes for the relief of the poor having increased from $20,220,000 in 1837 to $32,595,000 in 1867, while the county rates, which in 1837 were $5,840,000, had advanced to $16,715,000 in 1867. The total local taxation of the city of Lon-

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a system which makes the rental value of real estate the basis of taxation, it being assumed that the rental value of houses occupied affords a better measure of a man's income and ability to pay taxes than any other standard which can be adopted.*

In France the revenues for local and municipal expenditures are derived in a great degree from what is termed the personal and property tax. The first of these is in the nature of a poll tax, and is estimated at the average value of three days' labor, which cannot, however, be rated under 50 centimes, or above 1 franc 50 centimes; in other words, this annual tax varies from 1 franc 50, (30 cents,) the lowest, to 4 francs 50, (90 cents,) the highest. It is the only tax levied on the individual in France, and includes every inhabitant, native or foreign, male or female, not a pauper.

The French property tax falls on "tenant occupancy," and is usually fixed at about one-twentieth part of the rent paid by each resident, but only for the portion of the building which serves as a residence. It has regard to the rent really paid, and if the individual resides in his own house he is taxed to the amount which would be payable if the apartments he occupies were leased to a tenant.

It is also curious to note that, going back to the commencement of the 17th century, we find the same system of indiscriminate State, local and municipal taxation at present existing in the United States was recognized both in France and Great Britain. Experience, however, has gradually brought to them that reform which probably at no distant day will also be entered upon in this country. It would be difficult, however, to find in the ancient records referred to anything of greater inconsistency than is exhibited in the existing legislation of some of our States; as, for example, in the State of New York, in which the statute holds, as respects its own citizens, that personal property follows personal residence, and exactly the reverse in respect to foreigners and citizens of other States. A citizen of the United States not a resident of New York is therefore liable to double taxation in respect to all capital invested in business or banking in New York: first, by virtue of the location of the property; and secondly, in virtue of the residence of the owner in some

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don is reported at $17,500,000, made up of the following items: Poor rates, $6,250,000, local rates, $5,000,000, drainage, fire brigade, lighting, &c., $3,750,000 and police, $2,500,000.

The yearly expenses of the city of Paris for municipal purposes are reported to be at present about $50,000,000, of which $20,000,000 is raised by what are known as *octroi* duties. It should, however, be remarked that this enormous taxation is due in a great measure to a reconstruction, as it were, of the city under the auspices of the Imperial government. The rental taxes, moreover, are in all cases paid by the "occupier as owner or tenant."

* As showing the working of this system of taxation, we present herewith the local taxes actually levied for the year 1866 in St. Marylebone, one of the largest of the parishes of the metropolitan district of London:

	£	s.	d.	
Poor rate	0	2	2¼	on the pound of rental value.
General rate, (street lighting, watering, paving, &c.)	0	0	11	on the pound of rental value.
Sewer rate,	0	0	4	on the pound of rental value.
Church rate	0	0	1	on the pound of rental value.
Metropolitan main draining rate	0	0	4	on the pound of rental value.
	3	10¼		

These rates, which are probably among the highest levied in Great Britain for municipal or local purposes, would in the aggregate be equivalent to nearly twenty per cent. (19 37) of the annual rental value of the real estate liable to taxation. It will be observed that the highest single item in this account is that known as the "poor rate."

It should also be stated that in this system of rental taxation *the rate is levied only on real estate occupied and having a rental valuation;* and that government property also of certain descriptions does not enjoy the privilege of exemption, as in the United States, from local taxation.

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other State. One suggestion, in view of these facts and circumstances, may be pertinent, which is, that if any State should determine to adopt a system of local taxation analogous to that recognized in Great Britain or France, it might confidently anticipate a very large influx of capital and manufactures from beyond its borders, thereby rapidly increasing its wealth and development, and possibly as an ultimate result, compelling other States to adopt the same liberal and enlightened policy as a measure of defence and protection.

FUTURE FINANCIAL POLICY.

Having thus presented, in part, the evidence which demonstrates the rapid development of the country, and having also endeavored to determine and analyze the causes which at the same time tend to check or interfere with such development, we are now prepared to take up and intelligently consider the lesson to be deduced from these investigations relative to the inquiry proposed in the outset, viz., what policy of legislation is likely to prove hereafter most advantageous to the revenue, and most certain to establish the credit and industry of the whole country on a sound and substantial basis.

It seems clear that whatever fiscal policy may be proposed for adoption, it must not only recognize and be based on the existing condition of affairs, but must be also in the nature of an amendment which shall to the smallest extent possible partake of the character of an experiment. Violent change, uncertainty, and instability are, of all things, what the business interests of the country have most reason to dread, while, on the other hand, the determination and recognition of a clear, well-defined, and practical issue, to be attained to by a certain progressive, even though slow, movement, is sure to bring with it stability, hope, and confidence in the future—the elements which constitute in no small degree the basis of both private and national prosperity. Can such a policy be determined? Can such an issue be consummated?

The ends to be attained are, mainly, three: *first, full restoration of the national credit and resumption of specie payments; second, refunding the national debt at a lower rate of interest; third, reduction of the cost of national production, with a view of enabling the products of American industry to compete on terms of greater equality with the products of foreign nations than is now possible*, thereby establishing a system of national protection and insuring stability, increased product, and a redevelopment of American commerce and ship-building.

Let us now inquire what elements are ready at hand for the accomplishment of these results. The nation at present is excessively in debt, and is further embarrassed with the volume of its matured and suspended paper. To free itself from embarrassment and to redeem its suspended paper, there would seem to be but the one method, which is alone available to individuals under similar circumstances, viz., to manage in some way to receive more than is expended, and to apply the surplus of receipts over expenditures to the payment of debts and to the restoration of credit.

The determination of the probability of obtaining such a surplus, and also its possible extent, involves the consideration of the national finances, present and prospective, and to this attention is next invited.

NATIONAL RECEIPTS AND EXPENDITURES FOR THE FISCAL YEAR ENDING JUNE 30, 1868.

The accounts of the national treasury for the fiscal year ending June 30, 1868, show an aggregate of receipts of $405,638,083 32, and of expend-

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itures of $377,340,284 86, leaving a balance to the credit of surplus income of $28,297,798 46. In this statement the bonds issued to the Pacific railroads are not included, such issue, at least for the present, being regarded as a loan of credit, rather than a direct expenditure.

For a more detailed statement of the receipts and expenditures of the treasury of the United States for the fiscal year ending June 30, 1868, together with the general result of the payment or refunding of the various species of national indebtedness during the same period, reference is made to the balance-sheet submitted on page 57.*

* The expense of collecting the revenue, both "internal" and "customs" for the last three fiscal years, is shown by the following statement:

The percentage of entire expenditures of the Internal Revenue Bureau, including cost of assessment, collection, office expenditures, &c., to net receipts, during the fiscal year ending June 30, 1866, was 2.49 per cent.; 1867, 3.41 per cent.; 1868, 4.94 per cent.

The expenses attending the collection of the revenue from the customs during the same years were as follows:

Fiscal years.	Custom receipts.	Cost of collection.	Percentage of cost to receipts.
1860	$53, 187, 512	$3, 394, 431	6.25
1864	102, 316, 153	4, 146, 585	4.05
1866	179, 046, 652	5, 356, 458	2.94
1867	176, 417, 811	5, 738, 971	3.25
1868	164, 464, 599	a7, 615, 675	4.63
Total	675, 432, 727	26, 182, 120	3.88

a The increase in expenditures for the collection of customs for the fiscal year 1868, was due mainly to the reorganization of the custom service at the south, to the increase of salaries of officers, and to the increase of expenses incurred for the prevention of smuggling.

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RECEIPTS.

Balance in the treasury July 1, 1867		$170,868,814 40
From customs (gold)	$164,464,599 56	
From internal revenue derived from the following sources:		
From taxes on raw cotton	22,500,947 77	
taxes on distilled liquors, (including $871,638 from apples, peaches, and grapes)	14,280,730 98	
taxes on fermented liquors	5,685,663 70	
taxes on tobacco, cigars, and snuff	18,644,091 03	
taxes on manufactures of iron	2,674,364 93	
taxes on other manufactures	36,488,709 81	
		100,274,508 22
taxes on sales	4,837,900 33	
taxes on watches, carriages, silver plate, billiard-tables, &c	1,140,370 35	
sales of stamps	14,852,252 02	
special taxes, (licenses)	16,364,547 28	
taxes on income of individuals, including salaries,	35,071,172 18	
taxes on income of banks, railroad, and insurance companies, &c	8,384,426 18	
taxes on gross receipts of railroads, telegraph, and express companies, &c	6,280,069 34	
taxes on bank circulation and deposits	1,866,745 55	
taxes on legacies and successions	2,823,411 24	
taxes on passports, &c	28,280 00	
fines, penalties, &c	1,256,881 59	
		90,906,056 06
		*191,180,564 28
From public lands	1,348,715 41	
direct tax	1,788,145 85	
miscellaneous sources, premium on gold, &c., (including $7,078,203 42 for premium on 5-20 and 10-40 bonds)	46,949,033 09	
		405,638,083 32
Total receipts		576,506,897 72

EXPENDITURES.

For civil service	$53,009,867 67	
For pensions and Indians	27,883,069 10	
For war including bounties	123,246,648 62	
For navy	25,775,502 72	
		$229,915,088 11
For interest on public debt	140,424,045 71	
For premium on treasury notes	7,001,151 04	
		147,425,196 75
Total expenditures		377,340,284 86
For redemption of public debt, exclusive of interest	692,529,685 88	
Less received from loans	625,111,433 20	
		67,438,252 68
Balance in treasury June 30, 1868, agreeably to warrants	130,834,437 96	
Transferred to Register	893,922 22	
		131,728,360 18
		576,506,897 72

* This amount, as given by the Commissioner of Internal Revenue, shows a difference from the figures reported by the Treasurer and given above, and is due to the fact that the same receipts are not entered upon the books of the two offices on the same day.

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NATIONAL RECEIPTS AND EXPENDITURES FOR THE CURRENT FISCAL YEAR ENDING JUNE 30, 1869.

For the current fiscal year ending June 30, 1869, the Commissioner estimates the receipts of the national treasury as follows:

From customs	$170,000,000 00
From internal revenue	155,000,000 00
From public lands	1,700,000 00
From miscellaneous sources	30,000,000 00
Total	356,700,000 00

The total expenditures for the same period, including $7,200,000 gold paid for Alaska, are estimated by the Secretary of the Treasury as follows:

Civil and miscellaneous, (including $7,200,000 for Alaska)	$61,227,106 00
War Department, (including bounties)	93,219,117 00
Navy Department	21,604,785 00
Pensions and Indians	30,358,648 00
Interest on public debt	129,742,814 00
	336,152,470 00

The estimates of total expenditure for the above period as made by the Commissoner are somewhat less than those presented by the secretary, viz: $326,300,000, (a reduction of about ten millions,) and indicating a surplus of receipts over expenditures for the fiscal year ending June 30, 1869, according as one or the other of the above estimates is accepted, of from *twenty* to *thirty* millions. And it is especially to be noted that the surplus actually attained during the last fiscal year, and the one predicated for the current year, are on the basis of a system of revenue administration, which, to use a very mild expression, has been exceedingly imperfect.

NATIONAL RECEIPTS AND EXPENDITURES FOR THE FISCAL YEAR ENDING JUNE 30, 1870.

Let us now look forward to the fiscal year commencing July 1, 1869, and ending June 30, 1870, the first complete year of a new administration; and starting with the relation of receipts and expenditures as above shown to exist, inquire what it is further possible or practicable to accomplish. Such a basis allows us to anticipate a surplus of thirty millions for the year under consideration, with the law and the administration of the law in relation to the collection and expenditure of revenue remaining unaltered; and this surplus, the Commissioner has reason to believe, may be increased through the following agencies:

First. *From the certain and continued gain which will undoubtedly accrue to the national revenue, under any circumstances, from the continued increase of the wealth and population of the country.* The amount of such increase in Great Britain, for the six years prior to the year 1865–'66, is estimated to have averaged £1,780,000 ($8,900,000) per annum. The data for arriving at this estimate in Great Britain, viz., a comparison of annual receipts, are not, however, at present available in the United States, as the aggre-

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gate of taxation in the latter has been materially affected by legislation for nearly every year since the inauguration of the internal revenue system. Nevertheless, it cannot be doubted that the yearly gain from this source is very considerable, inasmuch, as in no year since the commencement of the reduction of the internal revenue taxes have the aggregate receipts of revenue been diminished to an extent commensurate with the corresponding reduction or abatement of taxation. Taking this fact into consideration, and also the fact established by the census returns of the two countries, viz., that the annual rate of increase in the value of real and personal property in the United States is considerably greater than that of Great Britain, the Commissioner believes he is warranted in assuming that the gain of revenue likely to accrue from the increase in the wealth and population of the United States will, for the present, be at least $10,000,000 per annum.

Second. *A gain to the credit of the treasury from the discontinuance of payment through settlement of the claims of soldiers and sailors for arrears of pay and bounty.*

This gain, as predicated on the payments actually made under these heads during the last and current fiscal years, may be estimated at $25,000,000.*

Third. *A gain from a further general reduction of national expenditures.*

This gain for the next fiscal year through a continued reduction of the army, reconstruction and pacification of the southern States, and a greater economy in civil expenditures, and in the appropriations annually made for fortifications, ordnance stores, rivers and harbors, and private claims, ought to aggregate at least $30,000,000; especially if the amount paid during the current fiscal year for the purchase of foreign territory ($7,200,000, gold) be carried to the credit of this account.

If we should adopt the estimates of reduction of expenditures which the Secretary of the Treasury has stated in his last report (December, 1868) to be practicable, the amount to be carried to the credit of surplus income from a reduction of expenditures would be nearer $50,000,000 than $30,000,000, as above assumed by the Commissioner. Under this head the Secretary says:

"There is no department of the government which is conducted with proper economy. The average expenses of the next 10 years, for the civil service, ought not to exceed $40,000,000 per annum. Those of the War Department, after the bounties are paid, should be brought down to $35,000,000, and those of the navy to $20,000,000. The outlays for pensions and Indians cannot for some years be considerably reduced, but they can doubtless be brought within $30,000,000. The interest on the public debt, when the whole debt shall be funded, at an average rate of interest of five per cent., will amount to $125,000,000, which will be reduced with the annual reduction of the principal."

Pensions.—In looking forward, furthermore, to the relation which in the future the national receipts are to sustain to the national expenditures, it should be borne in mind that although the amount now annually paid by the government for pensions is very large, (approximating $25,000,000 per annum,) and may possibly for a year or two longer continue to increase, yet there is nothing more certain than that the expenditure under this head will soon begin to diminish. In proof of this we have only to refer back to the past experience of the government in regard to this matter.

* The total amount disbursed to soldiers and sailors for arrears of pay and bounties since July 1, 1866, is believed to be approximately as follows:

For fiscal year 1866–'67, bounties	$11,382,859 83
For fiscal year 1867–'68	43,476,549 48
First four months of fiscal year 1868–'69	13,410,142 77

The balance of claims for back pay and bounties yet unsettled (December, 1868) are estimated at, approximately, $15,000,000, but it is not probable that claims will be allowed to this amount.

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Thus we find that in 1816, immediately after the close of the war with Great Britain, the amount annually disbursed for pensions was $188,804; which increased in four years, or in 1820, to $3,208,000; and decreased in the next eight years, or in 1828, to $850,573. Again, at the close of the Mexican war the annual pension expenditure, which was $1,226,000 in 1848, rose in 1852 to $2,431,000, and declined in 1861 to $879,000. If we argue, therefore, from the past experience of the government, it will be safe to predict that in the course of the next six or eight years the annual amount disbursed for pensions will be reduced 50 per cent., thus effecting a reduction of national expenditures to the extent of from $10,000,000 to $12,000,000 per annum.

Fourth. *Gain from reform of revenue administration.*—But in addition to whatever of surplus may accrue to the national treasury through the agencies above cited, a very large increment of receipts can also, undoubtedly, be secured by means of a thorough and effective reform of the administration of the internal revenue. It is useless here to enter into any discussion as to the extent of the losses to which the government is annually subjected, through the positive dishonesty or gross inefficiency of great, numbers of the subordinate officials intrusted with the management of this branch of the public service; but that such losses are very great no one who has given the subject attention can have the slightest reason to doubt. Assuming $155,000,000 as the annual average of receipts from internal revenue, as the law and its administration now stand, the Commissioner believes that an increase of $75,000,000 in the receipts as a minimum could be obtained without any practical difficulty.

On the other hand, as an offset to these estimates, we may have a reduction of treasury receipts from miscellaneous sources—which are largely derived from the premium on sales of gold—and also from certain unforeseen expenditures. But allowing for all these contingencies it seems possible for the treasury to have at its command at the close of the next fiscal year an available surplus of from $100,000,000 to $125,000,000; and with such elements of strength there is not a single fiscal problem of our immediate future which will not be greatly aided in its solution. The Commissioner, furthermore, maintains that the realization of such a surplus involves nothing impractical, and nothing which partakes of the nature of an experiment.

It requires, however, that there should be unity of purpose on the part of the Executive, of Congress, and of the people, and a full realization of the fact that the work to be accomplished is of such paramount importance that nothing else should be allowed to interfere with it. It requires that the agents who are to be intrusted with the collection and disbursement of the revenue shall be appointed on some other grounds than the devotion to party service, the length and number of their campaign speeches, or the amount of money contributed to aid in elections. It requires that Congress shall exercise the most rigid economy in respect to appropriations, and that the sums heretofore expended for fortifications, rivers and harbors, coast survey, new buildings, the manufacture of arms, for private claims and war damages, and as *subsidies to railroads*, shall constitute no precedent for the immediate future. It requires that no more money shall be disbursed for the purchase of foreign territory, and that no reciprocity treaty shall be negotiated like that proposed with the Sandwich Islands, the operation of which is calculated to immediately impair the revenue.* It requires that there shall be a broad

* The present cost of the ratification of the proposed treaty with the Sandwich Islands, through a diminution of the current receipts from imports, will not be less than five hundred

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distinction made between the promotion of mere private and selfish ends, and the true protection of American industry. It requires that we shall stop talking about the letter of the contract in respect to the payment of debts, but in the spirit of the same honesty determine that the debts shall be paid. With these requisitions supplied, the extrication of the nation from its financial embarrassments and the attainment of great national prosperity becomes within a limited period a matter of no uncertainty. To disregard and refuse them is to protract but not to prevent the attainment of a like result, for the nation, even under bad management, will in the course of time certainly drift out of its difficulties; but this will be through the honesty and economy of its individualism, and through the development of its great national resources, and not because the government either wills or directs it.

RESTORATION OF NATIONAL CREDIT, AND RESUMPTION OF SPECIE PAYMENT.

The Commissioner does not feel that it is his province to present any plan in detail, whereby a surplus like that anticipated can be best used for facilitating a return to specie payments; but he does feel convinced that if one-half of such surplus, or from two to two and a half per cent. on the whole debt, were applied regularly, month after month, and year after year, to purchase in the open market, and to the cancellation of the gold interest-bearing obligations of the government, so long as those obligations can be obtained at a discount from their par value in gold; and if, at the same time, the legal-tender notes were, under certain restrictions as to time and quantity, made convertible at the pleasure of the holder into interest-bearing bonds, that the value of both bonds and currency might be so greatly and so rapidly enhanced as to make a resumption of specie payments a matter of much less difficulty than it now appears.*

If it be objected that this measure involves contraction of the legal-tender currency, the Commissioner would reply that he is in favor of such contraction. Resumption of specie payments can be commenced at any time; but the question is not one of commencement, but of continuance; *and in order that there may be continuance, there must be a certain proportion or ratio first established between the amount to be redeemed and the agency (coin) which is to redeem.* This ratio, considering the amount of legal-tender and national bank currency in existence, could not probably with safety, at the existing premium on gold, be assumed

thousand dollars, gold, per annum; which amount in a comparatively short time, through the profit assured by the treaty to the sugar-growers of the Islands on the one hand, and to the sugar refiners of San Francisco on the other, will undoubtedly be increased three or four fold, or from a million to a million and a half, gold, per annum. The Commissioner submits that there can be no advantage shown to accrue to the United States at the present time from the ratification of this treaty, which will at all compensate for the detriment which it will surely bring to the treasury.

* The Commissioner would again invite the attention of Congress to the fact that the legal-tender notes issued under the acts of February 25 and July 11, 1862, are, by the terms of their issue, convertible into United States 5-20 bonds, the pledge of the government having been engraved upon each one of said notes. It is true that Congress attempted, subsequently to the issue of the notes, to revoke this privilege by declaring that the right of conversion should cease on a certain day. The right of the government to alter the terms of the issue without the consent of the holders of the notes has recently been called in question, and the Commissioner is advised that these notes have, within a few months, been sorted and hoarded in the reserve fund of the banks to a very large extent, under the impression that the government will be compelled ultimately to convert them into bonds.

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at less than the total amount of United States notes now outstanding. At present the treasury has no such amount of gold at command, and for the future but two methods present themselves for its obtainment, viz: either to hoard and accumulate gold out of the national surplus revenue, or to reduce the volume of the currency, either by direct payment, or by funding, (which is in one sense also payment,) to a point where the ability of the treasury will be sufficient to compass the end desired. The first is a work of time, and dependent upon many contingencies. The second can be effected more rapidly—perhaps as rapidly as may be desirable. But this is the problem to be worked out sooner or later, and if the Commissioner has rightly stated its conditions, much of the discussion which is continually taking place respecting the necessity of currency, and the desire of the people for its continuance, is of comparatively little moment.

As bearing upon the proposition to accumulate gold in the treasury with a view of resumption, it is important to consider the exact position of the United States in respects its its foreign commercial relations and exchanges.

Thus it appears from the statistics of commerce and navigation, that the imports and exports of merchandise—exports reduced to gold values, and exclusive of the movement of bullion and specie—for the fiscal year 1868, were as follows:

Net imports of merchandise	$347,549,209
Net exports of merchandise	269,042,041
Apparent balance against the United States	78,507,168

To settle this treasury balance and for other purposes, there was sent out of the country during the fiscal year 1867–68, specie and bullion to the value of $83,746,161, and national bonds and other evidences of indebtedness to an estimated amount of $100,000,000; and that this additional amount was needed to pay an indebtedness of the United States to foreign countries over and above what the returns of imports would indicate, is evidenced by the fact that exchange during the whole period in question was in favor of Europe and against the United States. This indebtedness was undoubtedly created through the following agencies: *first*, freights, which are in a great degree carried by foreign vessels; *second*, expenses of Americans travelling in foreign countries; *third*, interest on public and private securities held abroad; *fourth*, undervaluation, and smuggling.

With a drain of gold out of the country from legitimate causes, therefore, in excess of the annual product of our mines; and with influences at work which tend to increase rather than diminish such a movement for the future, the practicability of accumulating within any reasonable time a quantity of coin in the treasury sufficient to insure the continuance of resumption, without at the same time producing great disturbances in business, appears to the Commissioner to be altogether problematical.

Again, as bearing upon the proposition of contraction as a method of arriving at resumption, the Commissioner believes that no man can look back to the period when a moderate contraction was authorized by Congress, and put his finger on one single bad result assumed to have flowed from such contraction, which was not due, in the first instance, to a wholly imaginative influence; and furthermore, the Commissioner asserts

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that no one can review the history of prices when contraction was authorized and in operation, without feeling convinced that there was, during such time, *i. e.*, from March, 1866, to January, 1868, a tendency to a gradual and healthy shrinkage of values and prices; and that the shrinkage in prices which actually did occur was equivalent, through an increase in the purchasing power of the money in use, to a practical increase and not to a diminution of the power of the currency to effect exchanges. This increase was estimated by the Commissioner in his last report to have been equal, during the year 1867 alone, to at least $100,000,000.

The Commissioner sees no economical objection to an increase of the national bank circulation equal to the proposed decrease of the United States notes, inasmuch as the banks are required to resume specie payments whenever the government shall do so. The authority for such increase of national bank notes would be immediately availed of in the event of monetary stringency, but not otherwise. If we assume that the aggregate paper circulation is not to be increased until specie payments are fully restored, the Commissioner cannot conceive of any better mode of giving flexibility to the currency than this. It is alleged that an undue proportion of the existing circulation issued under the national banking law is held in the eastern States, and that the west and south are entitled, by virtue of their population, to a greater ratio than they now have. If this be true, as the Commissioner believes, the additional amount here contemplated might properly be assigned to those States where the alleged inequality is complained of, thus restoring the equilibrium contemplated by law without taking from the eastern States any privileges which they now enjoy.

REFUNDING OF THE NATIONAL DEBT AT A LOWER RATE OF INTEREST.

The national bonds and the legal tender notes being once brought to par with gold, and the national credit thus fully restored, the gradual refunding of the debt at a lower rate of interest becomes then, for the *first time*, really practicable. We use the expression "the first time," because a principle should be kept clearly in view which heretofore has not always been done in the discussion of this subject, viz., *that the rate at which governments can borrow is indicated not by the nominal rates of interest which they may offer, but by the price of their stocks.* They may indeed, as has been expressed by a recent foreign writer, "fix once for all in issuing a loan the interest of which they will have to pay, but the interest which the individual fund holder will derive is, of course, entirely determined by the price at which he buys his stock." Whoever, at this moment, buys in Europe our bonds, nominally yielding six per cent. interest, for 75 gold, practically expresses the fact that the rate at which it suits him to lend money to the United States is eight per cent. gold per annum; and there is no possible way in which the United States, or any other government, can help itself, with advantage in this matter, except to so far elevate its credit as to render the purchase of its securities at a higher figure desirable, or, what is the same thing, induce a loan to itself from the capitalist at a lower rate of interest. So long, therefore, as the government credit is depreciated, any advantage to be derived from the issue of bonds bearing a lower rate of interest, will be fully compensated by the reduction in price which such bonds must sustain in the open market; or, in other words, the only method available alike to nations and individuals for the attainment of a low rate of interest is to offer perfect security. Furthermore, with the elevation of the national securities to par, the issue of national bank currency, based upon bonds, will be

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equivalent, or nearly so, to the issue of currency based upon specie, and with a system of redemption, either in specie or treasury notes, (legal tenders redeemable in specie,) which could be easily provided for, the government might then safely remove all restrictions from free banking, and allow the demand for currency to regulate its issue.

CONTRACTS ON A GOLD BASIS.

One of the most wholesome measures, in the judgment of the Commissioner, for smoothing the way to specie resumption would be an act legalizing gold contracts. A much larger share of the business of the country than is generally supposed is now transacted in gold, the parties relying upon the rules of commercial integrity for the fulfilment of contracts when the law fails to provide for their enforcement. These transactions relate principally to foreign goods, the cost of which is always computed in coin. Under existing laws the citizen may make any contract for the disposition of his property or services, payable in anything except the recognized money of the world, and the government stands ready to enforce it. When he bargains for gold or its equivalent he becomes practically an outlaw. Under the operation of this policy we are, to a large extent, cut off from the money reservoir of the world, *i. e.*, the aggregate amount of gold and silver coin and bullion in use among all nations. Gold will go where it is appreciated, and will refuse to stay when there is no use for it. It is idle for us to expect to retain the product of our own mines if we refuse to give it as good employment and character as other nations do.

The question whether the introduction of two standards, possessing unequal value, into commercial transactions would be deleterious to the business of the country, seems to be sufficiently answered by the fact that no harm has come from the employment of gold as the standard in reference to articles imported from abroad. Reasoning *a priori* it can hardly be supposed that the introduction of a better currency will have the effect to deteriorate the whole mass. The immediate effect of an act of Congress legalizing gold contracts might be to advance the price of gold by creating a sudden demand without adding to the supply. But this effect (if it should take place) would be only temporary, for the demand would be answered by unlocking hoarded gold, by checking the exportation of bullion, and by calling in as large a supply from abroad as might be needed for legitimate business.

It has been objected that an act legalizing gold contracts would cause the holders of promissory notes, mortgages, &c., to call in their loans and require borrowers to make new contracts with them on a gold basis, thus practically increasing the rate of interest. The Commissioner believes that this objection is fallacious. The lender of money will always charge the borrower for the risk of depreciation of the currency in which the loan is payable. Such risk must always be greater in an irredeemable paper currency than in the precious metals; therefore the rate of interest must be higher. Usury laws may aggravate, but cannot overturn this principle, which is as well established as any fact in economical science. The rate of interest depends, in general, upon the demand and supply of loanable capital, and in particular upon the nature of the security offered. An act of Congress legalizing gold contracts will not alter the demand or supply of loanable capital, but it will furnish a higher security for loans. Payment cannot be demanded upon outstanding notes, mortgages, &c., until they become due. When they fall due the payers will settle with the payees according to these principles, and if

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new loans are necessary the rate of interest will not be higher by reason of the security being better.

To conclude this branch of the discussion the Commissioner would remark that a government ought not to deny to its citizens, in time of peace, the right to put their business upon a substantial basis. If it is impolitic for government to *encourage* a gambling spirit among men, it is still more impolitic to compel them to resort to games of hazard and chance in their daily transactions. Under existing laws each man is required to take into his calculations the probable fluctuations of the currency, and these are dependent upon circumstances so numerous and complicated that nothing short of omniscience can foretell them. We have recently witnessed the unhappy results of what is called a "currency corner," or the sudden locking up of a large amount of legal-tender notes at the financial centre of the country, the apparent purpose and actual consequence of which were to create a panic and cause an artificial decline in the prices of property. We are justified in denominating this procedure not only as gambling, but gambling with loaded dice. So long as we are cut off by law from participation in the gold supply of the world, which constitutes the balance wheel of human industry, we are subject to these and similar cheating devices. The aggregate amount of gold and silver coin, and bullion, in the world is too large and too widely distributed ever to be made the subject of an artificial "corner"

It is now nearly seven years since gold and silver disappeared from circulation among us. During this time a large proportion of the young men and women of the country have come upon the stage of active life. They have grown up without any practical knowledge of the virtues of a metallic currency. Their ideas and habits have been formed in the most vicious school of economy; and it is exceedingly desirable that specie should reappear among us before this baneful education shall have ripened into its natural fruit of universal extravagance and insolvency.

REDUCTION OF TAXATION, WITH A VIEW OF REDUCING THE COST OF PRODUCTION.

In the application of a moiety of the anticipated surplus to the reduction of taxation, the especial object sought to be accomplished should be the reduction of the cost of national production; with a view of removing those impediments which now so greatly restrict and, in many instances, prevent the free exchange of the products of American industry with the needed products of other nations; and thus bring to the country a more favorable balance of trade than now exists. In using the expression, balance of trade, the Commissioner does not wish to be understood as recognizing in any way the old exploded ideas in respect to this subject, viz: that a nation gains in proportion to what it sends abroad, and loses in proportion to what it receives back; but he does mean to clearly express the opinion, that a condition of affairs like that now existing in the United States, whereby gold and silver and certificates of national indebtedness continually tend to flow out of the country in payment for foreign commodities, in preference to the products of domestic industry, is both unnatural and injurious, and is a condition of affairs exactly the reverse of what prevails in Great Britain, France, and other prosperous commercial nations.

The Commissioner believes that he has already sufficiently indicated the course he would recommend in reference to the application of the anticipated surplus to the reduction of taxes. In the department of

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internal revenue, the removal of the taxes on the transportation of passengers, the receipts of telegraph and express companies, the manufacture of gas, and possibly upon sales, would reduce that branch of our revenue system to almost the simplest form that can be devised for the collection of the requisite amount of money which the requirements of the treasury may necessitate.

In the matter of the tariff, the Commissioner trusts that the government will not allow itself to be diverted from the consideration of the real questions at issue, through any prejudices which may be evoked, either on behalf of free trade or protection. There is no considerable proportion of the people of the United States in favor of the adoption of free trade in the European sense, even were the necessities of the treasury for revenue far less urgent than at present. There are none worthy to bear the name of an American citizen who desire that the industry of foreign countries should prosper and be extended at the expense of our own.

Since the Commissioner entered upon his official duties in the spring of 1865, he has made it his special business to inquire into the condition of American industry, in all its departments, and acquaint himself with its necessities and deficiencies. He has for this purpose visited the principal seats of the most important branches of industry in the country, conferred with their most intelligent representatives, and personally inspected the detail of many manufacturing operations. He has, also, during this period, been afforded an unusual opportunity of observing the manufacturing systems of Europe, and acquainting himself, through personal and local inquiry, in respect to the cost of European production, and the condition and wages of European laborers. He has sought in all this to promote the interests of his country, to know only the truth, and when found he has not, thus far, in his official communications, hesitated to speak it boldly; and the general conclusion of his investigations in this department is, *that the policy of moderate and judicious protection under the tariff is certainly, for the present, the policy best suited to subserve the industrial interests of the whole country.*

Thus, it cannot be doubted, that, so long as the existing systems of national, State, and local taxation continue to impose heavy burdens upon the American producer, such burdens should not be allowed to work to the advantage of the foreign competitors in the domestic market.

So long, moreover, as a system of diversified manufacturing industry is recognized as desirable in the United States, so long it is the duty of the national government to guarantee to that interest the conditions of stability. Such stability is not, however, possible, if undue facilities are offered to the European manufacturer of using the American markets for temporary realization to meet emergencies through the forced sale of commodities; or for the disposal, at any sacrifice, of stock which may have happened to constitute an unsalable surplus in Europe. The argument that if foreigners are willing to sell goods under cost it is our interest to receive them, loses in a great measure its force, from the fact that such a trade is not regular and legitimate, but spasmodic and exceptional, and renders success in many branches of industry dependent upon accident rather than upon the exercise of skill, foresight, and prudence. In short, such trade is a perpetual menace to the domestic market without producing any commensurate good.

During the period of commercial depression throughout Europe, in 1867, it is known to the Commissioner that it became a question with many of the continental manufacturers whether to close their mills and allow their operatives to disperse, or to continue their manufacturing

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operations at a loss, retaining thereby their supply of skilled labor; and in many instances the latter alternative was decided to be the most advantageous. In such cases the American market was regarded as the most available for the disposal of the commodities thus manufactured, not only without profit, but with an absolute loss, even under the most favorable condition as regards European prices for labor and material. Now, how far it is for the interests of this country to allow itself to be made the means of assisting foreign manufacturers to tide over a period of financial embarrassment, may be an open question, but the Commissioner has no doubt that even the temporary gain which might result to the United States, from the opportunity to purchase cheap commodities under such circumstances, would be more than compensated by the disturbance which would be occasioned thereby to legitimate domestic industry. It should, however, be remarked, that the condition of things as here described must be necessarily of short duration in any particular instance.

There is furthermore another view of this question which cannot be overlooked in this country—its social aspect. Free trade looks only to the increase of wealth. It takes no account of social results; it does not even regard the distribution of property. Even English economists admit that its axioms lead to sameness of occupation, and sameness of occupation means a tardy development of society. But in this country every man is a citizen and nearly every citizen a voter. As the possessors of power we cannot afford to have any class of the people ignorant or socially degraded. To insure a safe standard of education and of domestic comfort, there must be a certain scale of wages, and these must be relatively higher than are paid to the competing laborer of Europe, to whom power is not intrusted and education is denied. These degraded laborers constitute the "dangerous classes," but no dangerous classes ought to be suffered to exist in America. Whatever discrimination, therefore, may be necessary to keep up the social status and the self-respect of the American voter, is a tax imposed by our political system, and it is a tax which the enjoyment of that system amply repays.

COMPARATIVE WAGES IN CERTAIN LEADING BRANCHES OF INDUSTRY IN THE UNITED STATES AND EUROPE.

As the data in respect to this matter heretofore accessible to the public have been very vague and indefinite, the Commissioner, through his assistant, Mr. Edward Young, has made the collection of such information a specialty; and although the work of comparison is extremely difficult, and often most unsatisfactory, by reason of differences in the nomenclature, division, and hours of labor in the different countries, yet some exceedingly interesting results have been arrived at. These in detail will be found in the appendix to this report, marked E, but in brief are substantially as follows:

Manufacture of cotton.—Average excess of wages paid in the United States in 1867, over those paid for corresponding labor in Great Britain, (gold being taken as the standard in both cases,) 35½ per centum.

A reduction having been made in the wages of some operatives in cotton mills during the present year 1868, amounting to a general average of five per cent. on the aggregate wages paid, the excess over the average rates paid in Great Britain, is thereby reduced to 28.7 per cent.

In Belgium, from an examination of less complete data, the average depression in wages, as compared with the United States, appears to be about 48 per cent. The following are specific illustrations of the wages in

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leading specialties of labor in the cotton manufacture in the United States, Great Britain, and Belgium:

Average weekly wages or earnings (in gold.)

Occupations.	In the United States, (gold.)	In England.	In Belgium.	Excess of wages in United States over England.	Excess of wages in England over Belgium.
Drawing frame tenders	$3 44	$2 75	$2 10	25 per cent.	31 per cent.
Roving frame tenders	3 54	3 38	3 00	5 per cent.	13 per cent.
Mule spinners	7 24	5 36	5 00	35 per cent.	7 per cent.
Weavers	6 06	4 54	3 60	33 per cent.	26 per cent.

In France the average weekly earnings of persons employed in manufactories of cotton are as follows: men, $4 27; women, $2 57; boys, 87 cents, and girls, $1 04. Taking the 467 men and 1,446 women employed in that branch in Paris, the average weekly wages of adults is 14.93 francs, or $2 98; and including the children the average is 13.82 francs, or $2 76.

Manufactures of wool.—The average excess of wages paid in woollen mills of the United States in 1867–'68, over those paid for similar labor in Great Britain, would appear to be about 25 per cent. (24.53 per cent.;) and in carpet and other worsted mills 58 per cent. The following are specific illustrations of the average weekly wages paid in the woollen mills of the three countries above referred to:

Occupations.	In the United tates, (gold.)	In England.	In Belgium.
Carders	$4 37	$3 85	$3 00
Spinners, (males)	8 23	6 05	.....
Spinners, (females)	3 91	2 75	2 00
Drawers	5 89	4 13	2 40
Weavers	5 73	4 67	3 20

Fire-arms.—The average weekly wages of all employés in the manufactories of fire-arms in the United States, Great Britain, and France, in the year 1867, were as follows:

In the United States, (Colt's, Sharp's, and Remington's)	$12 22
In England, (Birmingham)	7 79
In France, (Paris)	5 94

In this branch, therefore, the rates of wages in the United States are 56 per cent. more than in England, and 105 per cent. more than in France; while the rates in England are 24 per cent. in excess of those in France.

Iron founding and machine building.—Average excess in wages paid in iron foundries and machine shops in the United States in 1867–'68, over those paid for similar labor in England, 58 per cent. The following are specific illustrations of the average weekly wages paid to the follow-

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ing enumerated employés in this branch of industry in the countries above referred to:

Occupations.	In the United States, (gold.)	In England.	In Belgium.	In Saxony.
Moulders	$11 52	$8 00	$5 40	.....
Machinists	11 54	7 00	3 60	.....
Boiler-makers	12 64	7 50	4 20	$4 50
Blacksmiths	12 32	7 12	4 12	3 75
Engineers	11 40	7 50	.....	.....
Laborers	7 03	4 50	2 40	1 80

Iron manufacture.—In this department we select the price paid for puddling as an indication of the entire average of wages in this branch of industry in the different countries, although the work performed under this head is not always the same in every establishment. The following data are submitted:

Price of puddling iron per ton in New England $5 00; in New York $5 50; New Jersey $6; Eastern Pennsylvania $6; Western Pennsylvania $6 75; in western States $7 50; average price in currency $6 12½. Average price in gold, United States $4 37½; England $2 37½; Belgium $1 20.

The average weekly earnings of puddlers in the leading iron producing countries are as follows:

United States, (gold)	$16 54
England	8 75
France	8 00
Belgium	6 00
Russia, (at the Vicksa iron works)	1 93

Unskilled labor.—The following are the average rates of weekly wages paid for unskilled labor in the manufacturing establishments of the countries below enumerated:

In the United States, general average, (in gold)	$6 81
In Great Britain, general average	4 50
(Sheffield $5 25, Hull $4 50, Wigan $4 25, Bradford $4 00, Glasgow $3 75.)	
France	3 60
Belgium—Liege $2 40, Ghent, in cotton mills, $2 52, Mayence $2 40.	
Saxony, (Dresden)	2 25
Prussia, (Berlin)	3 10
Russia, (at the Vicksa iron works)	1 33

COMPARATIVE COST OF PRODUCTION IN THE UNITED STATES AND EUROPE.

Now while the American producer, in these and doubtless in some other respects, labors under great and serious disadvantages as compared with his European competitor, it seems equally clear to the Commissioner that these disadvantages are not and cannot be compensated for by the adoption of an indiscriminate, arbitrary rule of protection, and that it is not for the interest of the country that such indiscriminate protection as has heretofore been granted, and seems likely to be further asked for, should be continued.

Thus in most of the tariff discussions that have taken place of late

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in the United States, the question of the necessity and extent of protection is made to turn almost wholly upon the difference in the cost of labor employed in domestic as compared with foreign industry—which differences, as already shown, are certainly very considerable. And it is also very generally taken for granted in such discussions, that the nominal rate paid for wages, of itself alone, or at least in a very great degree, determines both the cost of production and the social condition and prosperity of the laborer. It is difficult, however, to conceive of a more egregious fallacy than is involved in such assumption: inasmuch as it is not the nominal rate paid for wages, but rather what the labor employed actually produces, and what the wages paid are able to purchase, that determines both of these questions.

A striking illustration of the truth of the first proposition is to be found in the circumstance that while the wages paid in Great Britain in almost every branch of industry are uniformly much higher than those paid for the purchase of similar labor upon the continent—the rates, for example, paid for female labor, in the cotton manufacture, ranging from 12*s.* to 15*s.* per week in Great Britain; 7*s.* 3*d.* to 9*s.* 7*d.* in France, Belgium and Germany; and 2*s.* 4*d.* to 2*s.* 11*d.* in Russia—the one thing which is the most dreaded by continental manufacturers everywhere is British competition; and this feeling of apprehension manifests itself most strongly, and the demand for protection becomes the loudest, in those very districts of continental Europe, as, for example, in France, Austria and Russia, where the average of wages reach their minimum, and moreover, at those times especially when through commercial depression and the scarcity of employment a supply of labor becomes available to the continental manufacturer at rates even below the general average. The recently manifested opposition in France to the continuance of the Cobden treaty, and the demand on the part of the French manufacturers for its abrogation and for a renewal of high duties, is in itself also a further proof and confession of the truth of the proposition we have submitted.*

It is also worthy of note that notwithstanding the many statements which have been made of late respecting the interference of the cheaper labor of the continent with the industry of Great Britain, there has been up to this time, taking the average of the last five years, no decrease whatever, in any of the great leading products of British industry, or in the quantity of such products exported and sold to foreign countries; but, on the other hand, the commercial returns show, for the period specified, a rapid and continual increase of such products and of such exports. The markets and the character of the product may change, but the aggregate of production increases in defiance of all competition.

The explanation of this curious politico-economic phenomena is undoubtedly to be found in the fact that whatever of increased price Great Britain pays for her labor, as compared with the price paid for similar service upon the continent, is far more than compensated by

* "Addresses are being signed in the manufacturing districts of Moravia and Lower Austria, petitioning the Reichsrath not to sanction the treaty of commerce concluded between Austria and England. As according to the provisions of the treaty, the woollen and cotton of English manufacture may, instead of paying by weight, pay 15 per cent *ad valorem*, which, no doubt, is a signal advantage for the cheap goods, of which the chief import in woollens and cottons from England consists. According to the calculations of the petitioners 15 per cent. *ad valorem* is tantamount to reducing the duty, which they think in itself low, to about one-half. As it is they complain that English goods are inundating the country, and if the treaty takes effect, the native manufacturers in those articles will be ruined."—*Correspondence London Times, November* 1868.

And yet the wages of Austria in the woollen manufacture are probably full 35 per cent. less than the corresponding wages in Great Britain.—*Commissioner.*

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the greater corresponding product of British industry, and also to some extent by the gain which results to the British manufacturer by the command of cheaper and more abundant fuel.

As an illustration of this we quote from a recent report of the inspectors of British factories,* the following statement showing the average number of persons employed to spindles in the cotton manufactories of Europe:

"In France, one person to 14 spindles; in Russia, one person to 28 spindles; in Prussia, one person to 37 spindles; in Bavaria, one person to 46 spindles; in Austria, one person to 49 spindles; in Belgium and Saxony, one person to 50 spindles; in Switzerland and the smaller states of Germany, one person to 55 spindles; in Great Britain, one person to 74 spindles."

And the inspector further adds that this comparison "is unfavorable to Great Britain, inasmuch as there is so large a number of factories in the latter country in which weaving by power is carried on in conjunction with spinning, while the factories abroad are chiefly spinning factories."

Now, if the above statement is correct, it follows that although the British cotton manufacturer pays on an average from 200 to 300 per cent. more for his labor than is paid by the cotton manufacturer of Russia, the labor of Great Britain is really, of the two, the cheaper labor, and the Russian manufacturer acknowledges it by asking and receiving a high protective tariff.†

The report above referred to also furnishes a comparison of the working of a cotton factory located at Oldenburgh, Germany, with the average results attained in Great Britain, which shows "that the German machinery, superintended by British overlookers, turned off weekly the same weight of work with hours of labor extending every day from 5.30 a. m. to 8 p. m., (including Saturdays,) as would be turned off in an average British factory during a like period, with the hours of labor extending from 6 a. m. to 6 p. m., and not including the whole of Saturday; and further, that if German, in place of English overlookers, were employed the product would not be nearly so much." To show, furthermore, that these differences in the results of British and other European production are not confined to the department of textile manufactures, we submit the following data in respect to the manufacture of iron. Taking puddling as the representative process in this department of industry, we find the average daily wages paid in Staffordshire, England, in France, and in Belgium, to be as follows:

England	7*s.* 6*d.* to 7*s.* 10*d.* per day.
France, (Sireuil)	6*s.* 4*d.* per day.
Belgium	4*s.* 2*d.* to 5*s.* 0*d.* per day.

Now, with these differences in favor of production in France and Belgium, as compared with England, the average price of merchant bar-iron,

* Report of Alexander Redgrave, esq., inspector of British factories, to her Majesty's principal secretary of state for the home department. London, 1867.

† From what appears to be entirely reliable evidence submitted in the report of the inspectors of British factories, above referred to, we present some further details of interest derived from a comparison of results of labor in Russian and British cotton factories, respectively. The estimate of relative production shows "that the same machinery in England would produce half as much again either yarn or cloth as in Russia." "Mules in Russia seldom make above two and a half draws per minute when spinning 32s twist, while in England they do not run at less than three and a half." "In Russia looms on 32s run at therate of 145 picks per minute; in England, 220 is not considered too fast. No weaver in Russia ever minds more than two looms; in England it is not unusual for hands to keep four looms running without any assistance."

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the product of the respective industries at the works, is returned on the best authority to be as follows:

In England	£6 10*s.* per ton.
In Belgium	7 0*s.* per ton.
In France	8 0*s.* per ton.

But it may be said "these facts are all very curious and very interesting, but what have they to do with the questions at issue?" Just this: they show first that the mere differences in the nominal wages paid in the great leading branches of industry in the United States, as compared with Europe, constitute in themselves no fair standard for determining the degree of protection to which American manufacturers may be entitled, unless it is conceded in the outset that the results of American industry are in no way superior to the results of the least productive, which, as above shown, is also the poorest paid labor of Europe. They also show, secondly, that, in many respects, it is not with the pauper labor, but with the best paid and highest skilled labor of Europe that the United States comes most in competition, and therefore has the most reason to apprehend and consider. And, finally, the above facts make it clear that there is a method by which a more stable protection can be made available to the industry of nations other than through the medium of the continued imposition and piling up of duties under a tariff; a point which we believe is the most important that can to-day occupy the attention of all interested in the future of American industry, inasmuch as upon its proper consideration and recognition depend the settlement of the question whether production in the United States shall continue as now, to be dependent upon the artificialsupport which Congress is annually called upon to administer; or whether the nation, in this respect, availing itself of the greatest resources and opportunities ever granted under Providence to any people, shall hereafter go forward in the full strength of its manhood to command such a share of the commerce and the markets of the world as its population and wealth would rightfully entitle it.

In touching this subject we touch alike, in a great degree, the secret of the commercial and industrial supremacy of Great Britain, and the deficiency and weakness in the same respect of the United States. As we have already shown, Great Britain is at a disadvantage in point of wages to every other commercial and industrial nation, with the single exception of the United States. She enjoys, furthermore, no pre-eminence in the natural supply of any of the great raw materials, except coal; while her manufacturers know that they have nothing to expect from their own government, except non-interference, and a careful exemption from all unnecessary burdens of taxation, either on raw material, processes, or products. In the competition for the trade of the world, with the advantages generally against them, in respect to cheap food, cheap labor, and most raw materials, they further know that the only protection available must be the protection which results from sagacity, energy, cheap capital, economy, and the utilization to the greatest possible extent of every natural opportunity; and knowing this they exercise these qualities, planting the furnace and the rolling-mill in the closest proximity to cheap ore, coal, and transportation, and not in the locality where the principal stockholder happens to reside; conducting manufactures by private rather than corporate enterprise; and subjecting the same when once established to the continued supervision of principals rather than of agents. Production in Great Britain, therefore, based on these and other similar conditions, commands succes, defies and crushes foreign competition, and renders the whole world tributary to itself.

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Now on the other hand we maintain, and are prepared to establish our assertion with the most abundant proof, that the whole course of recent legislation in the United States—national, state, and local—has been to establish a policy and results exactly the reverse of that of Great Britain. What has it done?

First. It has neutralized every benefit that can flow from the possession of cheap raw material from cotton and pig-iron down to ice. Take a single illustration: go on to the continent of Europe and ask any manufacturer the cause of British supremacy in production, and one reason always assigned will be the possession of cheap and abundant fuel; and yet to-day the price of coal in the United States, raised and ready for delivery at the pit's mouth, will average, in most localities advantageously situated for industrial purposes, less in United States currency, than the price obtainable, expressed in United States gold, at the pit's mouth of many of the leading mines of Great Britain and of Belgium.* When, however, the coal reaches the American consumer the case is entirely reversed, the advantage as measured in price accruing to the foreign consumer to the extent of very large differences.

Second. It has offered a bounty on incompetence and bad management, rather than a stimulus for the exercise of increased skill and economy. During the three years that the Commissioner has been engaged in his official investigations relative to the national revenues, he has been afforded the opportunity of conferring with the representatives of nearly all those branches of industry that have, from time to time, come to Washington for the purpose of procuring additional protection through an advance of the tariff; and he avers, through his own knowledge, that in very many, perhaps a majority of instances, when it was represented that ruin or curtailment would follow the failure to obtain specific legislation, other persons, in different sections of the country, were prosecuting the same branches of industry with success, and with the realization of fair if not large profits. These latter, when consulted, almost invariably replied, "We do not desire any additional protection unless a gradual advance of the tariff on the constituents of our products render it necessary; and what we would most prefer would be that Congress take off the internal revenue taxes, give us our raw materials as cheap as possible, and then let us alone."

We appeal, furthermore, to the members of the thirty-ninth and fortieth Congresses, or to any one else, to name the industries that have been ruined or materially crippled through the failure, as an immediate and principal cause, to pass any one of the bills that have been matured and reported since the termination of the war, granting increased protection. The Commissioner, on the other hand, were he at liberty to state what has been communicated to him confidentially, could name not a few that have paid larger dividends since the failure of such bills than at any former

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*The following are the prices of coal at the pit's mouth, returned to the Commissioner from various localities, in the United States and Europe, for the year 1867:

UNITED STATES.—Eastern slope of the Alleghanies, anthracite $1 50 to $1 75, currency, per ton, (including royalty;) bituminous and semi-bituminous, 1865, $1; 1867, $1 30. Western slope, Westmoreland, $1 50; Pittsburg banks, $1 68; Brazil, Indiana, $1 25; La Salle, Illinois, $2. Previous to the war, coal at the pit's mouth in the United States was much cheaper. In 1858 the Philadelphia and Reading Railroad Company mined and delivered anthracite coal on cars, per contract, for 87½ cents per ton; while the details of the workings of one of the best conducted iron furnaces in the middle States for the year 1860-'61, exhibited to the Commissioner, show the average cost of the best coal at the furnace mouth to have been but little in excess of 60 cents per ton.

EUROPE.—Newcastle, best, $1 75 to $2, gold, per ton; Wigan, $2 12½; near Liverpool, $1 62½; Gartsherie, Scotland, $1 37½; Belgium, Mons, $2 07; Charleroi, $1 94; Westphalia, $1 50.

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period; and many others that have not achieved a fair measure of success through the excessive enhancement of the price of the constituents of their products by the existing tariff.

The members of the Finance Committees of the thirty-ninth Congress will remember full well the earnest appeal made to them in the spring of 1866, to increase the duties on piece silks from the present high rate of 60 per cent. *ad valorem*, to 70 per cent.; and the predicted destruction of the industry in question in case the request should not be granted. Let them contrast with this recollection the following advertisement of recent extensive publicity:

AMERICAN SILKS.—Messrs. —— and ——, of Boston, take pleasure in announcing that they have contracted with Messrs. —— for the entire production of their celebrated mill in American silks. * * * The price of the silks is only — per yard at retail; the extraordinary cheapness of which is accounted for by the fact that 85 per cent. of the raw material of which they are made comes into the country absolutely free from impost duties; and we confidently assert that at this price we are giving to the public a silk which could not be imported from Lyons for a much larger sum.

The Commissioner could also name an article of hardware to which, after hearing and earnest solicitation, increased protection was, in 1866, granted in committee, (but through the failure of the bill not eventually obtained,) that since the period referred to has, it is claimed, not only driven the imported competing article entirely out of the domestic market, but is also now constituting an article of export. To have granted increased protection, in any of these instances, would, therefore, have been equivalent to imposing an unnecessary tax upon the public, or of supplementing, through legislation, that increase of skill and economy which the failure to obtain additional protection subsequently compelled the manufacturer to exercise.

The Commissioner will submit but one further illustration of this subject from the many that have fallen under his observation:

In the summer of 1867, while studying the industries of Europe, he visited a factory the products of which had for many years found an extensive market in the United States. The product being staple, and the industry one that it was exceedingly desirable should be extended in the United States, the Commissioner studied the process of manufacture with great care, from the selection of the raw material to the packing of the finished product; the rates of wages; the intelligence of the operatives, and the hours of labor. When his investigation was completed, the Commissioner said to the foreign manufacturer—a man whose name is a household word in his own country for integrity and philanthropy—"the duty on the import of these articles into the United States is, respectively, 35 per cent. ad valorem, and 30 per cent. ad valorem and 20 cents per pound; if you have given me your prices, products of machinery, and cost of labor correctly, I do not well see how you could export your fabrics to the United States, even if there was substantially no duty, as the advantage of raw material is mainly upon our side." "I am sometimes at a loss myself to account for the course of trade," was the reply; "but perhaps it will help you to a conclusion if I tell you that some time ago, finding ourselves pressed with German competition, we threw out our old machinery and replaced it with a new and improved pattern; and the machinery by us rejected was sold to go to the United States." To complete the story, it is only necessary for the Commissioner to add that the owners of this second-hand machinery have since its importation demanded and received an increased protection on its products.

Third. In further enumeration of the effects of the national policy under consideration, we assert that it has largely contributed to the destruction of our foreign commerce by rendering an exchange in kind, for

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most articles of domestic production, an absolute impossibility. The proofs already submitted under this head are believed to be conclusive.

Fourth. It has contributed to repel the immigration into the country of skilled labor, and has not improved the condition of the working man at home. Thus, instances are not infrequent where skilled workmen from Europe have visited the United States within the last three years with the view of engaging permanently in their special industries, and have returned with the feeling that the inducements offered were not sufficient to render a change of residence on their part desirable; and the Commissioner is assured by manufacturers that, at the present time especially, the tendency among skilled workmen, brought from Europe in pursuance of special arrangements for the extension of special branches of industry, is rather to return to the Old World than remain in the United States. The explanation of this is, that although the wages paid at present in the United States for skilled labor are nominally much greater than in Europe, their purchasing power, as respects commodities and rents, are so much less as to leave either no balance whatever in favor of the industry of the United States or one that is comparatively trifling. We will adduce a few facts in proof and illustration:

In a leading establishment in central New York, manufacturing an article of hardware in competition with Sheffield products, the present advance in wages for skilled workmen, as returned to the Commissioner, calculated on a gold basis, is about 11 per cent. on the established Sheffield prices—an advance not sufficient to compensate for the difference in favor of the foreign workman, in respect to rents, to clothing, and some other commodities. In an establishment in the vicinity of New York city, manufacturing the same products, the difference in wages is even still less.

By reference to tables of prices of commodities, of rents, &c., &c., in the United States, (given in Appendix D to this report,) it will be seen that the average rent of six-roomed tenements in the United States is $84, gold, per annum; and for four-roomed tenements, $63. Compare, now, these rents with those of tenements in the manufacturing districts of Great Britain. In the cotton districts, according to official returns, the average rentals of the houses occupied by operatives are £8 16*s.*, or $43 per annum; while in Sheffield 56 per cent. of the houses rented by operatives are under £7 ($35) per annum, and only 26 per cent. command a rental of £10 ($50) and upwards.

At the celebrated iron-works of Le Creusot, France, a small, ordinary, but comfortable house, with a garden, rents for $16 per annum; but this latter price is believed to be exceptionable.

The Commissioner believes that the mischief wrought to the laboring classes in the eastern sections of the United States during the last two years, by the high prices of food, which have in part resulted from the repeal of the reciprocity treaty, has far more than counterbalanced any advantages which have otherwise accrued to the country through this specific legislation; for although the quantity of food supply which is capable of being imported from the British provinces is, as compared with the national aggregate most trifling, yet it has been sufficient during the period referred to to constitute the difference between "enough" and a deficiency; and such deficiency or tendency thereto, combined with the uncertainties of an irredeemable paper currency, has placed the consumer almost entirely at the mercy of the speculator.*

*A striking illustration of the disproportionate ratio in which a deficiency in the ordinary supply of an essential commodity increases prices is afforded by the experience of Great Britain in reference to her supply of wheat for the years 1863 and 1867. The present average yearly consumption of wheat in Great Britain is about 20,800,000

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That the existing policy brings prosperity to certain branches of domestic production cannot be questioned; but like the vigor of the tropical parasite, which eventually paralyzes the tree on which it leans for support, such special prosperity is most antagonistic to the normal and healthy growth of the State. Thus, under the influence of an almost prohibitory tariff, the business of manufacturing pig iron enjoys a high degree of prosperity, and furnaces continue to be multiplied; but if the community at large has been compelled to pay an unnecessary profit of from $7 to $10 per ton on a present annual product of 1,500,000 tons, and has therefore been subjected during the past year to a tax of from $10,000,000 to $15,000,000, the prosperity of the pig iron manufacture in question has cost the country a great deal more than it is worth; and further, it is only necessary that a few more such waves of commercial prosperity should sweep over the land in order to necessitate the enactment of an average tariff of 100 per cent. ad valorem in order to enable the great mass of less favored producers to effect the sale of any product even in their own markets.* And furthermore, that such prosperity as is continually pointed out to prove the beneficial effects of the existing tariff does tend to produce such a result, is proved by the fact that although the tariff has been constantly and largely advanced since 1861, and although the internal revenue taxes, which neutralized in part its protective influence, have been substantially removed during the last year, the demand for still further advances is at present as urgent as at any time previous. As offering some explanation of this circumstance, we recommend to the careful consideration of all interested the following significant answer given under oath to a question propounded by the Commissioner to the largest and most successful manufacturer in a special department of the iron and steel industry of the United States:

Question. What, according to your experience, was the effect of the increase of the tariff in 1864 on the industries with which you are specially connected. Answer. The first effect was to stimulate nearly every branch—to give an impulse and activity to business; but in a few months the increased cost of production, and the advance in the price of labor, and the products of labor, were greater than the increase of the tariff, so that the business of production was no better, even if in so good a condition, as it was previous to the advance of the tariff referred to. That was the effect on most articles with the manufacture of which I am practically acquainted.

Now, what the country needs is a tariff looking first to the attainment of public revenue, and not primarily to the furtherance of mere private

quarters. The domestic product being insufficient to meet the requirements for domestic consumption, the purchase of an additional supply from foreign countries is every year a matter of necessity, which purchase varies in amount in accordance with the abundance or deficiency of the home crop. In 1863, the home crop being good, the requirement from foreign countries was 4,500,000 quarters, while the total cost of the wheat consumption of Great Britain for that year was £40,000,000 ($200,000,000); of which £6,100,000 ($30,500,000) was paid for foreign purchases. In 1867, on the other hand, the home crop was deficient and necessitated a supply from foreign countries of 11,100,000 quarters, as compared with 4,500,000 in 1863; which deficiency, and the necessity for purchasing 6,600,000 additional quarters from abroad, carried up the cost of the total home consumption from £40,000,000 ($200,000,000) in 1863 to £70,000,000 ($350,000,000) in 1867; and that, too, notwithstanding the total home consumption, by reason of enforced economy, was undoubtedly considerably diminished, or supplemented by the consumption of other and cheaper articles of food. To obtain the additional supply needed in 1867 there was furthermore paid to foreign countries the sum of £33,500,000, ($107,500,000,) as compared with £6,100,000 ($30,500,000) paid for the necessary foreign supplies in 1863.

*It should be especially noted that this enhanced price of iron enters into the cost of every article made of iron or steel; that is to say, it increases the cost of every tool and implement of production and transportation. Upon this enhanced cost must be predicated the necessity of greater capital in other manufactures of iron, more loss of interest, decreased consumption and increased risk. No tax can be more vicious than one imposed upon tools, implements and machinery—upon the processes rather than the results of labor. The enhanced cost of iron beams, ceilings, cornices and stairways for fire proof buildings, may also be mentioned as one of the unfavorable results of a high price of pig iron.

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interests. Government can add nothing to the capital of the country by legislation. It can only prescribe the channels into which capital already created shall flow.

It is time, furthermore, that the United States should have a broader and more liberal policy, in respect to its industrial development, than is at present made the basis of legislation; and that this policy should not be, as it were, self-defensive, and looking merely at the retention of our own markets, but aggressive.

THE POSSIBLE FUTURE OF AMERICAN INDUSTRY.

The Commissioner prefers no claim to the possession of any extraordinary insight into the future, but he believes that it is possible to look forward to the attainment of results, in respect to a development of national industries, which shall find no parallel in the history of our former experience. Now, is this mere fanciful writing, or has it a basis of substantial reality?

Let us see. By the recently published mineral statistics of Great Britain, it appears that the mean market price of pig iron for the year 1867–'68, taking Welsh pig as the standard, was £4 3*s*. 9*d*. ($20.38.) But, as has been already stated, the present average cost of producing pig iron in the United States under favorable conditions and good management is not in excess of $26 per ton currency; and as respects some of the furnaces of Pennsylvania and Maryland, the Commissioner is assured that the present cost of production is little in excess of $23, which price, reduced to gold at 36 per cent. premium, $16 91, is $3.47 per ton less than the market price of the cheapest and standard supply of this article in the markets of Europe. It is evident, therefore, that it is possible for the United States, at the present time at least, to compete on terms of equal advantage in the markets of the world for the partial supply of an article that is even more essential to civilization than cotton; and this advantage which has accrued to the country under the most unfavorable circumstances, is capable of being rendered still greater and more pre-eminent, by the attainment through legislation of results which, by increasing the purchasing power of wages, shall render labor less costly and more available, and thus decrease the present cost of production and transportation. And if the representatives of the industrial interests of Pennsylvania and Maryland, instead of interesting themselves to prevent a natural distribution of cheap coal, would devote themselves to the full solution of the problem referred to, ten furnaces would speedily spring up within their territories where one now exists, and the commerce of the world would become tributary to their products.

Again, let us consider the condition of the manufacture of cotton. It is well known that before the war American coarse cottons were obtaining a preference over all others in the markets of the east and of South America, and that their export was rapidly increasing. The war interrupted, and in a great degree destroyed this business; but the Commissioner, after a careful examination and comparison of all the elements of the cost of producing coarse cottons (No. 25 and under) in the United States and Europe, in which examination he has had the assistance of experts in both countries, has come to the conclusion that if the American manufacturer could be put upon the same basis as his foreign competitor as regards direct and indirect taxation, cost and excellence of machinery, and would bring to his business the same skill and economy, he would be enabled to produce cotton goods and yarns, of the number specified, at a cost which would enable him to undersell all other similar producers. The attainment of such a result, which

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involves nothing that is impracticable, nothing that is visionary, would determine the exportation of no small part of the cotton grown in the United States in a manufactured, rather than in an unmanufactured condition; would erect two cotton mills where one now exists; would largely increase the demand for agricultural produce in the home markets, and would bring back four-fold that commerce of the ocean which now wanes almost to annihilation, in great part through want of legitimate occupation in effecting exchanges.

And what has been said of the possible future of the coarse cotton manufacture is equally true of the manufacture of medium table cutlery, common locks, axes, spades, shovels, agricultural implements generally, and many other articles of hardware; the advantage in the production of which, growing out of the application of superior skill and the greater use of machinery, is already so far on the side of the United States, that to go from one of our first-class establishments, manufacturing many of the above articles, into similar ones in Great Britain, France, or Germany, is like going from the 19th century back to the middle ages. Now, if we will but give to the American manufacturers in these departments, who have already established their business on a basis of sufficient skill and capital, an opportunity to produce cheaper, a result clearly within the reach of legislation, we shall also afford an opportunity for the extension of production which can have no limit, except the ability of three-quarters of the population of the globe to purchase and consume; and the skilled labor of other nations must either come to the United States to pursue their special avocations or seek other employments.

But a prospect of industrial development, which far transcends all others in importance, awaits the Pacific coast of our country when reason and common sense, rather than prejudice, shall exercise control over its population and the enactment of its laws.

No one can study the industrial elements of Great Britain and of western Europe without becoming impressed with the fact that an adequate supply of intelligent and cheap labor, to meet the increasing demands of the world for manufactured products, is one of the most difficult problems of their future. Already in France and Germany the drain of labor from the rural districts, to engage in manufacturing industry in towns, has become a cause of complaint by reason of the embarrassment which it entails upon the planting and harvesting of the crops, and the continuance of a further supply of labor from this source can only be effected by the offer of higher wages.* Increased wages, in turn, tend to increase the price of agricultural products, and other like raw material; and also contribute directly to largely increase the capacity for the consumption of domestic manufactured products, inasmuch as the cost of all articles, which are in great part the result of the application of

*"The demand for labor in France, consequent on the impetus given to manufacturing activity, has tended to drain it from the rural districts and congest it in the great towns. The consequences have been very seriously felt in the agricultural districts, where a dearth of labor has at times entailed great embarrassment and heavy losses on the farmers. On the other hand, large numbers of foreign workmen, chiefly Belgian, German, and English, are employed in the manufacturing towns. In the town of Mulhouse alone there are more than 8,000 German workmen, and the number of Belgians employed at Roubaix is stated to be nearly 15,000."—[Correspondence with her Majesty's ministers abroad, regarding industrial questions. Mr. Fane to Lord Stanley, London, 1867.]

"Increased industrial activity, in Belgium, has naturally produced a corresponding increase in wages as well as in the price of raw materials. Several establishments could yield a greater produce had they but a sufficient amount of hands at their disposal. The demand for workmen, particularly in the coal districts, has raised great pretensions on their part and has led to several strikes, which, however, have fortunately lasted but a short time, owing to concessions usually made by the masters."—[Ibid. Lord Howard de Walden to Lord Stanley, Brussels, 1867.]

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natural forces through machinery, does not even increase in the same ratio as the wages of manual labor that attend such machinery. Thus, Saxony, in 1866, is reported to have produced six million dozen pairs of stockings, and of this product to have exported some two million dozen to the United States, equivalent to about three-quarters of a pair of stockings to each man, woman, and child of our population per annum. But to effect this result Saxony has already drawn upon her rural population to an extent sufficient to produce a marked diminution of labor available for agricultural purposes, so that if she should propose to double her product of stockings and supply the population of the United States with one and a half pairs, instead of three-quarters of one pair per head per annum, she must provide herself with such an additional supply of labor, as will require an additional supply and probable importation of food. But such an additional supply of labor can only be obtained through such an inducement of increased wages as will enable the recipients to purchase and use more largely machine-made domestic products; or, in other words, to wear stockings, or some other equivalent article of clothing, in place of dispensing with them as they may at present. It is, therefore, obvious that there is a limit beyond which Saxony cannot go in supplying stockings in competition with other countries where food is cheaper and labor more abundant. And this illustration in respect to Saxony holds good in respect to all the other manufacturing countries of western Europe.

Again, an examination of the present condition of the production of pig-iron will show, that of all the countries of Europe, Great Britain is the only one that has any resources adequate for meeting the future greatly increased demand of the world for this article, or, possibly, of even supplying their own future requirements for domestic consumption; and in Great Britain the prospect of future increase is dependent altogether upon her ability to supply coal on a scale of consumption that already is in excess of the rate of 100,000,000 tons per annum. How great this prospective demand is likely to prove, may be inferred from a comparison of the present average per capita consumption of iron in different countries, which ranges from about 189 pounds in Great Britain and Belgium, to 100 pounds in the United States, and 69 pounds in France.

If we turn now to the Pacific coast of the United States we shall find the fundamental conditions for an unlimited extension of manufacturing industry supplied to a greater and more perfect extent than in any other country, viz: an unlimited supply of cheap and fertile land, thereby entailing a supply of cheap food; great natural resources in respect to valuable minerals, lumber, and the product of the seas; and finally, but above all in importance, a practically unlimited supply of cheap, docile, and sufficiently intelligent Chinese labor. Under these circumstances there is, really, nothing wanting but capital, which will speedily flow, in accordance with a demand that can offer both security and profit, to rapidly develop an industry which, favored with the means of rapid and cheap intercommunication, shall be able to supply to the markets of the east all that its immense population shall need of the products of a higher civilization. And the proposition is as true now as in the great days of Alexandria, Venice, Constantinople, and Genoa, that the people and the country which controls the trade of the east, controls in great part the wealth and the dominion of the world.

At present, however, the people of the Pacific repel rather than attract the labor which can alone make their natural resources and wealth available, and fail to afford it adequate protection either as respects life or the possession of property. How suggestive a commentary on the existing

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state of things is embodied in the following statement recently made to the Commissioner by the president of one of the largest mining properties on the Pacific coast: "*The hostility of our miners, which is sustained by public opinion, will not allow us to avail ourselves of cheap Chinese labor. Could we do so, the profits on our business would be increased from ten thousand to fifteen thousand dollars per month.*"

CONCLUSION.

In what has thus been submitted the Commissioner believes that he has sufficiently indicated his views in respect to the tariff. He cannot resist the conclusion that, as it now stands, it is in many respects injurious and destructive, and does not afford to American industry that stimulus and protection which is claimed as its chief merit. He believes that to grant, in the main, the advances asked in the bills now pending before Congress would be but to aggravate the very difficulties under which the country now labors to impair the revenues and hinder the return to specie payments.

In fact, our present tariff is in many particulars apparently based upon the old fallacy that, in the exchange of commodities between nations, which constitutes commerce, what one gains the other loses. It needs but a moment's thought to be convinced that there can be no permanent trade or commerce unless it is for the gain of both nations; all trade is based upon the mutuality of services, and it is one of the evidences of the progress of modern thought, that the inter-dependence of nations is beginning to be recognized. This is eminently true in England, France and Germany, true in China and Japan, true even in Spain, but not yet recognized in the United States, if our laws are to be taken as the evidence of our thought.

With these feelings and convictions he would therefore prove untrue to his trust did he not here enter his most earnest protest against any further general increase of the tariff, but would, on the contrary, recommend—

First. An enlargement of the free list.

Second. A reduction of some rates of duty, and, as an exception, an increase of a few others, with a view to the increase of the revenue.

Third. A reduction of some rates of duty with a view to an absolute abatement, on the simple ground that the reduction of a duty is the reduction of a tax, and that the most efficient method of protecting home industry is by the removal of obstacles in the form of taxes.

Fourth. The conversion to the utmost possible extent of the present *ad valorem* duties into specifics, as the only practicable method of insuring certainty and equality in the assessment of duties and the prevention of undervaluations and the abrogation of the privilege which enables returning tourists to import free of duty an amount of goods corresponding to their real or supposed social position.

In behalf of the conclusions thus expressed the Commissioner confidently appeals to the true friends of American industry for countenance and support; for nothing can be more certain than that if unnecessary and iniquitous burdens of taxation under the tariff continue to be laid upon the people, the day is not far distant when a reaction of public sentiment will compel either a sweeping reduction of duties, or induce through agitation such an instability in legislation as will in itself prove most injurious and destructive.

The Commissioner does not believe it expedient in this, a general report, to enter upon the specific details of a tariff revision, but the precise changes required in his judgment will, if called for, be presented in the form of an additional report, or be submitted personally to the finance committees of Congress. As a bill proposing a change in the existing ware-

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house system is, however, now pending before Congress, some recomendations in respect to this topic are herewith appended in the form of a supplement.

I have the honor to be yours, very respectfully,

DAVID A. WELLS,
Special Commissioner of the Revenue.

Hon. HUGH MCCULLOCH,
Secretary of the Treasury.

SUPPLEMENT.

THE BONDED WAREHOUSE SYSTEM.

The frequent complaints and controversies in regard to our present system for warehousing and bonding foreign merchandise have induced the Commissioner to make a special examination of the subject.

In a recent report submitted to the House of Representatives by the Committee on Manufactures, the practical abolition of the whole system was recommended, and bill reported, carrying the above recommendations into effect. With these recommendations the Commissioner cannot concur; but would rather suggest certain important modifications to the warehouse system as at present constituted.

The objects of the system are two-fold:

1st. To facilitate the importation of the products of one country for re-export to another; or, in other words, to make our ports depots for the distribution of foreign products.

The course of trade of late years has however been so far modified by the use of the telegraph and of steam, as partly to render unnecessary the large stock of merchandise which it was formerly considered necessary to hold in transit at intermediate points between the producer and consumer.

The cumbrous system of oaths, bonds, landing certificates, &c., required of the merchant before he can avail himself of the privilege of re-export, tends also to discourage this branch of commerce, and the warehouse system may be condemned as a failure, so far as this object is concerned. The proof of this is to be found in the fact that out of a gross importation during the last fiscal year, exclusive of bullion and specie, of $359,706,000, only $12,157,000 was re-exported; of which the greater portion consisted of tropical or semi-tropical productions.

2d. Another object of the warehouse system is to facilitate imports, and to reduce the necessary expense of importation to the lowest point. In considering this branch of the subject, our importations must be divided into two classes:

1. Those which are essential to the comfort and prosperity of the people, including articles from which we expect to derive the largest portion of the revenue collected by means of the tariff.

2. Those which are non-essential, and are dependent upon style or fancy for their sale. To importations of this character it seems clearly not desirable that any undue facilities should be afforded; the tendency of which will be to induce the sending to the United States of the refuse which foreign markets will not receive; or to encourage needy or weak merchants or manufacturers in Europe to avail themselves of such exports as a means of raising money, by sending to our markets large quantities of goods on consignment, and out of season; and the sale of which, while ultimately benefiting the domestic consumer little or nothing, seriously injures the domestic manufacturer.

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To the first class of commodities, the Commissioner is of the opinion that we should offer every possible facility to induce their importation with the least risk or expense; and should rather enlarge our warehouse system, and extend it by abolishing the additional duty of ten per cent. now imposed upon goods not withdrawn from bond within one year; while the privilege of warehousing the second class may be safely withdrawn, with probable benefit to all and injury to none.

In the first class should be included all articles of necessity or comfort—especially tropical and semi-tropical productions—such as tea, coffee, sugar, cocoa, raw silk, jute, hemp, drugs, dye-stuffs, and the like, most of which are needed in our various branches of manufacture; and also articles from which we expect to derive a large revenue, and therefore desire to facilitate importation, such as spirits, wines, spices, and tobacco. The more of the former of these commodities we have, provided they are obtained in exchange for our own surplus productions of cotton, oil, wheat, or even for our gold, the richer we are; and if our warehouses groan under the weight of them, it is a true sign of our prosperity, provided they are paid for.

Most of them are bulky; require for their importation large capital; and not unfrequently can be obtained or imported only at certain seasons. It seems expedient, therefore, that we should afford to the importer of this class of commodities every facility for storing them, and, furthermore, not require the payment of the duty on such importations any faster than they are withdrawn for consumption. We shall thus be able to obtain from them the largest revenue, and at the same time impose the least additional cost upon the consumer.

To the second class of commodities, which the Commissioner is of the opinion that it is inexpedient to extend the benefit of warehousing, belong textile fabrics, fancy goods, and such articles as depend mainly on fashion or fancy for their sale. Since the establishment of the Atlantic telegraph it has become much more the custom of manufacturers to work upon orders taken in advance, and with all our facilities for procuring what we need of these articles, which can be ordered almost at a day's notice, there need be no special facilities extended to merchants to aid them in carrying a heavy stock in warehouse. Such facilities rather tend to promote fluctuation and uncertainty than to establish uniformity of prices.

Investigation renders it probable that at least 60 per cent. of the textile fabrics and fancy goods which are entered in warehouse are consigned goods, and not *bona fide* purchases.

Investigation further shows that needy manufacturers in Europe, or often commercial adventurers in the possession of goods, often very undesirable articles, apply to the numerous foreign houses, who have agents in the United States, for advances, and then consign them to this country, where they are sent to bonded warehouse—often at a gross undervaluation—and finally sold to pay advances and duties. Now, such a trade is clearly detrimental to the *bona fide* merchant, and rarely a benefit to the consumer, inasmuch as the goods which are sold at auction if desirable are retailed at regular prices, and if undesirable are no benefit to any one. Yet it is for the interest of the banker and the consignee to stimulate this trade to the utmost, as they are the constant gainers from its continuance. If the bonding of articles of the character referred to were disallowed, the entire machinery of this undesirable trade would be given up; inasmuch as an immediate cash payment of the duties would involve the use of an amount of capital on this side of the Atlantic which foreign bankers would probably consider undesirable; and with such change, furthermore, this unnatural trade itself would also undoubtedly, in a great degree, be discontinued.

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APPENDIX A.

TABLE *showing the aggregate receipts of internal revenue for the several fiscal years* 1865, 1866, 1867, *and* 1868; *the amount derived from the principal specific sources; and the percentage of the amount derived from each specific source to the whole, for each of the above-named periods.*

[PREPARED FOR THE SPECIAL COMMISSION OF THE REVENUE BY EDWARD YOUNG.]

Articles and occupations.	Receipts for fiscal year 1865	Per cent. of the whole receipts.	Receipts for fiscal year 1866.	Per cent. of the whole receipts.	Receipts for fiscal year 1867.	Per cent. of the whole receipts.	Receipts for fiscal year 1868.	Per cent. of the whole receipts.
MANUFACTURES AND PRODUCTIONS.								
Boots and shoes	$3, 280, 627	1. 553	$6, 516, 814	2. 096	$2, 943, 420	1. 106	$1, 946, 963	1. 019
Brandy made from grapes	10, 546	.005	44, 741	.014	13, 070	.005	158, 886	.083
Bullion	379, 518	.18	488, 337	.157	441, 340	.166	323, 602	.169
Candles	326, 583	.15	392, 822	.126	290, 502	.109	236, 659	.124
Carriages, railroad cars, &c.	880, 021	.416	1, 576, 662	.507	1, 606, 762	.604	559, 214	.292
Chemical productions	317, 383	.15	534, 780	.172	279, 892	.105	183, 640	.100
Chocolate and cocoa	17, 980	.008	36, 467	.011	34, 453	.013	24, 067	.013
Cigars, cigarettes, and cheroots	3, 087, 421	1. 462	3, 476, 237	1. 118	3, 661, 984	1. 377	2, 951, 675	1. 544
Clocks, clock-movements, &c.	93, 838	.044	153, 697	.049	80, 963	.030	71, 835	.038
Cloth, other than cotton or wool.	376, 672	.178	595, 728	.191	1, 517, 683	.571	123, 152	.064
Cloth, painted, &c	150, 286	.071	312, 924	.100	289, 719	.109	213, 722	.112
Clothing	6, 820, 937	3. 230	12, 027, 697	3. 868	3, 195, 742	1. 202	204, 201	.107
Coal	835, 994	.395	1, 240, 106	.398				
Coffee, roasted and ground, and substitutes.	284, 070	.134	221, 588	.071	272, 665	.100	251, 833	.132
Confectionery	569, 474	.269	995, 795	.320	764, 825	.287	592, 062	.310
Cotton fabrics, yarns, thread, &c.	7, 331, 148	3. 47	12, 421, 934	4. 00	9, 229, 468	3. 471	6, 488, 355	3. 394
Cotton, raw	1, 772, 983	.839	18, 409, 655	5. 921	23, 769, 079	8. 938	22, 500, 948	11. 767
Cutlery	84, 188	.039	150, 762	.048	158, 849	.060	108, 336	.057
Furniture and manufactures of wood.	2, 733, 248	1. 29	4, 540, 140	1. 46	2, 150, 480	.809	1, 010, 469	.529
Furs	222, 559	.105	356, 503	.115	415, 023	.156		
Gas, illuminating	1, 348, 325	.638	1, 842, 643	.592	1, 834, 676	.690	1, 902, 082	.995
Glass, manufactures of	585, 430	.277	922, 318	.296	479, 102	.180	242, 912	.127
Gold manufactures, jewelry, diamonds, &c.	543, 430	.26	640, 602	.20	375, 652	.141	393, 548	.206
Glue	44, 517	.021	78, 147	.025	55, 419	.021		
Gunpowder	248, 376	.117	250, 669	.080	180, 934	.069	131, 418	.069
India-rubber, manufactures of	635, 976	.301	555, 842	.178	391, 003	.150	249, 772	.131
Iron blooms, &c	52, 158	.024	52, 258	.016				
Iron, advanced beyond blooms, &c.	457, 622	.216	665, 102	.213	526, 344	.200		
Iron, band, hoop, and sheet	319, 142	.151	566, 860	.182	454, 344	.171		
Iron, bar rod, &c	30, 475	.014	55, 388	.017				
Iron, plate	150, 292	.071	234, 916	.075	150, 992	.057		
Iron, railroad	284, 783	.134	399, 669	.128				
Iron, railroad, rerolled	376, 265	.178	668, 988	.215				
Iron, pig	1, 484, 383	.703	2, 555, 893	.725				
Iron castings	798, 202	.378	1, 367, 825	.440	1, 061, 414	.400	713, 851	.373
Iron castings, (stoves and hollow ware.)	211, 849	.101	297, 632	.095	304, 475	.114	213, 053	.111
Iron, manufactures of	3, 944, 380	1. 869	5, 410, 181	1. 740	2, 584, 764	.972	1, 069, 838	.551
Iron, cut nails and spikes	382, 940	.155	725, 146	.233	741, 265	.279	677, 623	.354
Iron, rivets, nuts, &c	56, 498	.026	101, 401	.032				
Lead sheet, lead pipes, and shot.	125, 006	.059	227, 610	.073	165, 437	.062	173, 824	.099
Lead, white	52, 067	.024	102, 413	.033				
Leather of all descriptions	4, 337, 266	2. 05	5, 384, 813	1. 72	3, 445, 167	1. 300	1, 587, 746	.831
Liquors, distilled	15, 995, 702	7. 58	29, 198, 578	9. 39	29, 151, 340	10. 962	14, 131, 845	7. 390
Liquors, fermented	3, 657, 181	1. 73	5, 115, 140	1. 64	5, 819, 345	2. 19	5, 685, 664	2. 974
Machinery, steam engines, &c.	772, 360	.366	1, 189, 485	.383	2, 104, 655	.791	1, 661, 606	.869
Marble monuments, &c	170, 419	.080	329, 217	.105	121, 702	.046	88, 568	.046
Molasses	54, 972	.026	90, 851	.029	98, 759	.037		
Musical instruments	259, 384	.122	418, 144	.134	425, 594	.160	348, 900	.182
Oil, coal, refin'd petroleum, &c.	3, 047, 213	1. 441	5, 317, 396	1. 71	4, 904, 762	1. 844	4, 281, 691	2. 240
Oil, lard, linseed, &c	414, 547	.196	607, 225	.195				
Paper of all descriptions	1, 082, 476	.512	1, 172, 115	.376	743, 077	.280	340, 398	.178
Pickles, preserved fruits, &c.	172, 314	.081	193, 860	.062				

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A.—*Table showing the aggregate receipts of internal revenue, &c.*—Continued.

Articles and occupations.	Receipts for fiscal year 1865.	Per cent. of the whole receipts.	Receipts for fiscal year 1866.	Per cent. of the whole receipts.	Receipts for fiscal year 1867.	Per cent. of the whole receipts.	Receipts for fiscal year 1868.	Per cent. of the whole receipts.
Pins	$24,802	.011	$37,993	.012	$31,391	.012	$29,827	.016
Pottery ware, &c.	93,221	.044	164,857	.053	88,307	.033	.....	.....
Salt	335,349	.158	456,101	.147	253,306	.095	.....	.....
Screws, wood	122,693	.058	226,590	.072	172,523	.065	73,788	.039
Ships and other vessels	347,218	.164	355,478	.114	.....	.....	.....	.....
Silk, manufactures of	216,189	.102	445,766	.143	274,890	.103	132,912	.070
Silverware	59,768	.028	128,522	.041	88,616	.033	58,330	.031
Snuff	283,352	.134	698,174	.224	798,365	.300	745,308	.390
Soap	791,416	.37	1,326,025	.426	727,164	.273	411,239	.215
Starch	61,233	.06	112,230	.036	.....	.....	.....	.....
Steel	174,052	.07	212,662	.068	17,406	.006	.....	.....
Steel, manufactures of	549,767	.26	714,211	.229	.....	.....	.....	.....
Sugar, brown or raw	323,790	.153	567,531	.182	500,296	.190	372,930	.195
Sugar, refined	1,720,613	.82	2,337,405	.75	2,065,165	.776	1,436,394	.751
Tobacco, manufactured	8,017,020	3.80	12,339,922	3.97	15,245,478	5.733	14,947,108	7.818
Turpentine, spirits of	8,462	.....	248,178	.079	423,593	.160	417,015	.218
Umbrellas and parasols	111,147	.052	229,491	.073	.....	.....	.....	.....
Varnish	149,981	.071	251,227	.080	151,450	.057	.....	.....
Wine	43,216	.020	66,118	.021	2,761	.001	4,120	.002
Woollen manufactures	7,947,094	3.764	8,814,101	2.834	5,405,426	1.933	3,065,786	1.603
Miscellaneous articles	11,381,800	5.395	17,692,357	5.691	12,741,396	4.792	6,736,093	3.523
Total	104,379,609	49.438	178,356,661	57,366	146,223,674	54.987	100,274,508	52.451
GROSS RECEIPTS.								
Advertisements	227,530	.107	290,605	.093	288,010	.108	.....	.....
Bridges and toll roads	75,269	.035	108,136	.035	115,461	.043	53,563	.028
Canals	92,421	.043	99,268	.032	45,283	.017	9,986	.005
Express companies	529,276	.250	645,769	.208	552,359	.210	671,950	.351
Ferries	126,133	.060	48,764	.015	137,240	.052	132,653	.068
Insurance companies	805,992	.382	1,169,722	.37	1,326,014	.500	1,288,746	.674
Lotteries, and lottery-ticket dealers.	29,249	.014	78,072	.025	74,484	.028	65,127	.034
Railroads	5,917,293	2.802	7,614,448	2.449	4,128,255	1.552	3,134,337	1.640
Ships, barges, &c.	431,210	.204	39,322	.013	4,877	.002	44,268	.023
Stage coaches	469,188	.222	572,519	.184	241,297	.090	186,596	.098
Steamboats	638,812	.302	84,846	.027	91,805	.035	263,450	.139
Telegraph companies	215,050	.102	308,438	.099	239,595	.090	214,699	.112
Theatres, operas, circuses, &c.	140,442	.066	202,521	.065	194,039	.073	214,704	.112
Total	9,697,806	4.593	11,262,430	3.622	7,444,719	2.800	6,280,069	3.284
SALES.								
Auction	410,176	.19	503,252	.162	240,249	.089	186,727	.098
Brokers, cattle	.....	.....	.....	.....	67,674	.029	110,859	.058
Brokers, gold, &c.	852,801	.40	1,046,704	.336	.....	.....	.....	.....
Brokers, merchandise	596,474	.28	870,080	.280	415,170	.156	286,438	.150
Brokers, stock	2,202,793	1.04	1,582,247	.509	.....	.....	.....	.....
Dealers, in excess of $50,000	.....	.....	.....	.....	2,484,383	.933	4,244,617	2.220
Miscellaneous	.....	.....	.....	.....	906,599	.340	9,225	.005
Total	4,062,244	1.924	4,002,283	1.287	4,114,075	1.547	4,837,900	2.531
SPECIAL TAXES, (LICENSES.)								
Apothecaries	32,872	.015	43,713	.014	55,447	.021	58,377	.031
Architects and civil engineers	10,411	.005	12,136	.004	15,805	.006	15,650	.008
Auctioneers	80,545	.038	89,724	.029	98,085	.037	97,448	.051
Bankers	846,687	.40	1,262,849	.406	1,433,716	.539	1,490,384	.780
Billiard rooms	54,025	.026	103,929	.033	124,711	.047	136,993	.072
Bowling alleys	13,490	.007	19,749	.006	20,353	.008	19,603	.010
Brewers	77,747	.037	105,412	.033	238,155	.090	270,205	.141
Brokers	581,450	.276	673,260	.217	598,855	.225	538,417	.282
Builders	82,273	.039	131,178	.042	117,531	.045	82,234	.043
Butchers	152,421	.07	224,465	.070	217,394	.081	225,077	.118
Claim agents	56,792	.027	70,637	.023	84,627	.032	63,150	.033
Conveyancers and real estate agents.	33,510	.016	84,442	.027	99,595	.037	97,855	.051
Dealers, wholesale	3,543,105	1.678	5,428,345	1.745	3,880,281	1.460	1,854,388	.970
Dealers, retail	1,606,778	.761	1,949,017	.626	2,047,861	.770	2,163,632	1.132
Dealers, wholesale liquor	400,693	.190	801,531	.257	982,135	.370	592,046	.309
Dealers, retail liquor	2,205,866	1.044	2,807,226	.903	2,966,684	1.115	3,942,915	1.696
Dentists	34,475	.016	47,149	.015	59,461	.022	63,663	.033
Distillers	59,898	.029	101,534	.038	253,587	.095	115,687	.113

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A.—*Table showing the aggregate receipts of internal revenue, &c.*—Continued.

Articles and occupations.	Receipts for fiscal year 1865.	Per cent. of the whole receipts.	Receipts for fiscal year 1866.	Per cent. of the whole receipts.	Receipts for fiscal year 1867.	Per cent. of the whole receipts.	Receipts for fiscal year 1868.	Per cent. of the whole receipts.
Eating-houses	$36,538	.017	$50,603	.016	$53,157	.020	$54,835	.029
Hotels	415,279	.20	580,022	.186	763,656	.250	656,795	.344
Horse dealers	40,160	.019	27,566	.009	25,635	.009	23,203	.013
Insurance agents	21,610	.010	104,867	.033	148,648	.054	152,143	.078
Lawyers	190,377	.090	264,837	.085	357,648	.134	383,031	.200
Livery stable keepers	65,211	.031	90,180	.029	100,856	.040	101,760	.053
Lottery-ticket dealers	43,480	.020	54,427	.017	77,686	.030	70,010	.039
Manufactures	635,115	.300	1,043,031	.335	1,296,487	.487	1,427,669	.746
Peddlers	459,299	.217	679,014	.218	708,113	.266	724,210	.379
Photographers	74,608	.035	93,186	.030	79,170	.030	53,102	.028
Physicians and surgeons	302,847	.143	425,597	.137	549,369	.207	580,568	.303
Rectifiers	48,781	.023	61,301	.020	80,470	.030	87,779	.045
Stallions and jacks	277,166	.131	306,854	.098	381,032	.143	395,124	.206
Theatres, museums, exhibitions, and circuses.	26,143	.012	1,662	.010	31,893	.012	48,555	.026
Tobacconists	13,579	.006	316,675	.005	59,321	.022	86,004	.045
Miscellaneous	90,258	.043	252,180	.081	279,020	.105	292,046	.152
Total	12,613,479	5.974	18,038,098	5.801	18,186,446	6.840	16,364,547	8.559
INCOME.								
From individuals	20,570,596	9.742	60,547,882	19.474	57,040,641	21.450	32,027,611	16.752
From other sources	169,855	.031	524,050	.169	.....	.....	.....	.....
From banks, railroad companies, &c.	.....	.....	.....	.....	7,943,796	2.987	8,384,426	4.385
Total	20,740,451	9.823	61,071,932	19.643	64,984,437	24.437	40,412,037	21.137
ARTICLES IN SCHEDULE A.								
Billiard tables	67,754	.032	17,353	.005	20,761	.008	23,422	.013
Carriages	322,720	.153	624,458	.200	183,856	.070	294,605	.118
Piano-fortes	7,752	.004	403,572	.130	.....	.....	.....	.001
Plate, of gold	126	.....	84	.....	163	.....	218	.....
Plate, of silver	117,987	.056	216,490	.070	287,679	.108	252,345	.132
Watches	9,139	.005	426,527	.137	619,063	.232	605,789	.312
Other articles	254,788	.120	4,609	.002	1,005,152	.378	27,961	.016
Total	780,266	.370	1,693,123	.544	2,116,674	.796	1,134,340	.593
TOTAL RECEIPTS.								
From manufactures and productions.	104,379,609	49.438	178,356,661	57.366	146,223,674	54.987	100,274,508	52.451
Slaughtered animals	1,261,357	.597	1,291,570	.415	262,211	.099	6,031	.034
Gross receipts	9,697,866	4.593	11,262,430	3.622	7,444,719	2.800	6,280,069	3.285
Sales	4,062,244	1.924	4,002,283	1.287	4,114,075	1.547	4,837,960	2.531
Special taxes, (licenses)	12,613,479	5.974	18,038,098	5.801	18,186,447	6.84	16,364,547	8.559
Income	20,740,451	9.823	61,071,932	19.643	64,984,437	24.437	40,412,037	21.137
Salaries	2,826,333	1.34	3,717,395	1.195	1,029,992	.387	1,043,561	.546
Legacies and successions	546,703	.259	1,170,979	.376	1,865,315	.701	2,823,411	1.477
Articles in schedule A	780,266	.370	1,693,123	.544	2,116,674	.796	1,134,340	.593
Passports, &c.	29,538	.013	31,759	.010	28,217	.011	28,280	.015
Banks, railroad companies, &c.	13,579,594	6.43	12,109,420	3.90	2,046,562	.770	1,866,746	.976
Penalties, &c.	520,385	.25	932,619	.30	1,459,171	.549	1,256,882	.658
Sale of stamps	11,162,392	5.287	15,044,373	4.838	16,094,718	6.052	14,852,252	7.768
Special income tax	28,929,312	13.702	.....	.....	.....	.....	.....	.....
Collectors of customs, special treasury agents, &c.	.....	.....	2,184,342	.703	64,262	.024	.....	.....
Aggregate	211,129,529	100.	310,906,984	100.	265,920,474	100.	191,180,564	100.00

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APPENDIX B.

LETTER

TO

HON. DAVID A. WELLS,

SPECIAL COMMISSIONER OF REVENUE,

ON THE

CURRENCIES OF GREAT BRITAIN, FRANCE, AND THE UNITED STATES.

BY

GEORGE WALKER,

LATE A BANK COMMISSIONER OF MASSACHUSETTS.

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LETTER.

SPRINGFIELD, MASS., *November* 25, 1868.

Hon. DAVID A. WELLS,
United States Special Commissioner of Revenue:

SIR: In compliance with your request, I have instituted an examination into the relative volume of the circulating medium of Great Britain, France, and the United States, to determine whether the complaint is well founded, which we have heard so frequently within the last few years, that the circulating medium of the United States, prior to the issue of the legal-tender currency was inadequate, to the business wants of the country, and relatively smaller than that of European nations. If such has been the fact, then the objection to a further contraction of the circulation of the United States is properly urged at the present time; for there will never be a better opportunity to settle the principles on which the currency should stand than now, when the public mind is alive to the question, and every intelligent proposition is likely to receive attention.

CONTRACTION AND EXPANSION.

There are two policies before the country in respect to the circulation: that of *contraction*, which has uniformly been advocated by the Secretary of the Treasury, and which two years ago had the consent of a great majority of Congress; and that of *expansion*, which has had its chief advocates in the western States and in Pennsylvania. Between these lies the expedient of inaction, which has so far prevailed upon Congress, as to put a stop to the contraction of the legal-tender notes, which had proceeded regularly under the direction of the Secretary of the Treasury for several months. Contraction rests upon the idea that the circulation of the country is excessive, and that specie payments can only be reached and maintained by contracting it, until by its scarcity it will exchange at par with gold. The views of the expansionists are well expressed in the following passage from the speech of an advocate of that policy in July last, in the House of Representatives:

> But we are met by the hue and cry of expansion. I am distinctly in favor of expansion. Our currency, as well as everything else, must keep pace with our growth as a nation. My plan is to increase our circulation until it will be commensurate with the increase of our country in every other particular. * * * Expansion is the natural law of currency, and a healthy growth as a nation. * * * *Five times as much postage is paid to-day as was paid ten years ago; consequently five times as much of a circulating medium to transact this little item of business as previously needed.* * * * Reduce the currency—*the means of the people*—and in my opinion you are fast finding the road to universal bankruptcy, from which may be seen leading repudiation. For my part I would issue as many greenbacks as the country can carry; how great that amount may be I will not pretend to say. * * * * *France has a circulation, per capita, of thirty dollars; England, twenty-five; and we, with our extent of territory and improvements, certainly require more than either.*

These passages, selected from different parts of the speech, embody the whole doctrine; they assert that expansion of the circulating medium means wealth—contraction, bankruptcy; that it should keep pace with the growth of business; that the circulation is "*the means of the people;*" and that England and France have more of it than we have, while we, on the contrary, require more than they do. I propose in this letter to consider the facts and the principles embodied in these assertions.

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WHAT CIRCULATION INCLUDES—BANK DEPOSITS NOT CIRCULATION.

But before doing so it is necessary to settle what shall be included in the meaning of the word circulation. For the purposes of this inquiry, I consider circulation to mean only gold and silver coin, (or bullion, kept by banks as a part of their reserve,) and bank notes. There are no government notes circulating as money in either England or France, and in the United States there were none prior to the war. This definition of circulation is the popular one, and, I incline to believe, the only one which is strictly accurate. I am aware that it is quite common to treat as a part of the circulation both promissory notes and bills of exchange, and bank deposits. But none of these possess all the essential attributes of money, and they must all be regarded as only inferior instruments of credit. That notes and bills of exchange are not money, is evident from the fact that the delivery of them by the debtor to the creditor does not constitute the payment of a debt, but merely an acknowledgment of it and a promise to pay in future; while, on the contrary, nothing can answer to the word "money" which does not instantly pay the debt for which it is given. A bank note, though only a promise, is nevertheless money in a popular sense; because, if accepted, it discharges a debt precisely as coin would do. It differs from coin in this important particular, that it is not usually a legal tender, and may be refused. No other paper instrument has this capacity of instantaneous payment. A note, or bill of exchange, holds the parties to it till it is paid. A check is not payment until it is cashed by the bank on which it is drawn. Bank deposits, in like manner, lack these essential properties of money; they are not capable of manual delivery, nor of instantaneous liquidation between debtor and creditor. An act of a third party—the bank—is necessary to complete the transaction; and this completion may be delayed indefinitely by a failure of the holder to present the check, or a refusal of the bank to pay it. Deposits come much nearer to monetary circulation than any other instrument of exchange, but they do not perfectly fulfil all its conditions.

Lord Overstone, a very eminent and experienced banker, who is the real author of the existing banking system of Great Britain, (the act of 1844,) in his testimony before the parliamentary committee on banks of issue, in 1840, held that neither deposits nor bills of exchange could properly be included in the circulation. He says:

> Deposit business is a mode of economizing the use of the circulation; by means of resorting to that process, a greater amount of obligations or of transactions can be adjusted with a smaller amount of circulating medium, than could otherwise take place; but an economic use of the circulation is not itself circulation. * * * A less amount of the circulating medium of the country has been sufficient to perform certain functions, in consequence of that economic process of using the money, which arises out of banking deposits. The same thing exists to an enormous extent in the system of the clearing-house; but will any man in his common senses pretend to say, that the total amount of transactions adjusted in the clearing-house is part of the money or circulating medium of the country? The Bank of England, or any other banker, can clearly pay his deposits only to the extent of the banking reserve in his till. The banking reserve in his till is the money with which that business is worked, and constitutes the amount of circulation under his control. It is to mistake the amount of business done for the instrument with which it is done to call deposits circulation. Deposits are the business worked—the reserve in the banking till is the instrument with which they are worked, and the instrument by which your business is worked is he circulation or money of the country.

I think it proper to be thus distinct in excluding bank deposits from the circulation, because it has been very common, in the late discussions in this country, even for financial writers to speak of deposits as if they were a part of the circulation, instead of being, as Lord Overstone clearly

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shows, one of the economical substitutes for it. To make this a little clearer, let me define what a deposit really is. The first impression might be that it is, as the word literally implies, the money which I have taken to the bank, and left there as my property for safe-keeping. Such deposits there are, but they are known as *special deposits;* the bank makes no use of them, but takes them merely for safe-keeping until they are called for, when they are specifically surrendered to their owner. They cannot be drawn or transferred by check, but only in person or by special order. But general deposits are only entries in account on the bank books, expressing an indebtedness to me for so much money as I have deposited, to be paid on demand—that is, upon my check.* The money which I delivered is no longer my money, but became instantly the property of the bank. I parted with it in exchange for an entry to my credit of its amount, exactly as if I had loaned it on a mortgage. Payment by means of bank deposits is not therefore properly payment, by which a debt is wiped out of existence, but a liquidation, by the substitution of one debt for another. I owed my creditor; the bank owed me. By means of my check, I transfer to my creditor a claim of equal amount against the bank; he then ceases to be my creditor, but becomes the creditor of the bank, and the debt which he held, though I am discharged from it, is not paid, but shifted onto other shoulders, and it never will be paid till money is at last given for it. If deposits were really circulation, they would be capable of paying the whole debt of the bank to its depositors at any moment; but in fact they are not capable of paying any part of it. The special deposit pays itself; but the general deposit can only be paid out of such money as the banker has in his till. So long as all the depositors do not demand their money at once, it is very well; but if all should come to the counter together, the till would be emptied long before the deposits were paid.

Let it not be supposed that I overlook the important bearing which bank deposits have in determining the proper volume of the circulation. They affect the question very nearly, because they are among the simplest and most effective instruments of exchange; and the more they are used, the less need is there of using money. But the ingenious devices by which the use of money is economized are not money itself; they are rather what a French writer (J. E. Horn) denominates "procédés perfectionnés," perfected contrivances.

The eminent French economist, Michel Chevalier, speaks thus of these contrivances:

> Let me repeat, that all these instruments which, together with gold and silver, pass from hand to hand, to liquidate transactions; all those combinations which dispense with the use of any instruments of circulation whatever, among which the bank deposit is the most remarkable, are to be classed together under one precise and simple denomination, that of *credit*. All these contrivances and instruments of credit are *substitutes for money*, and not one of them is money itself; and any attempt to treat them absolutely as money would be attended with the most serious inconvenience. It would be as great a mistake as to confound the portrait with the original, the shadow with the substance.

THE BANK NOTE CIRCULATION OF GREAT BRITAIN, FRANCE, AND THE UNITED STATES.

Confining myself, therefore, to gold and silver coin and bank notes, which is all that is meant by circulation, when it is said that England and France have such and such sums per capita, let me first state the present amount of the *bank note* circulation of Great Britain and France,

* The French do not call them deposits, but "accounts current," which more nearly expresses their character, and does not convey the impression of substantial delivery which is involved in the word "deposit."

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and compare it with that of the United States before the war, the period at which it is said we had too little circulation for the business of the country.

The bank note circulation of Great Britain consists of the notes of the Bank of England, and of such private and joint stock banks in the United Kingdom, out of London, as still retain the privilege of issue. No London bank has that privilege. For the four weeks ending August 15, 1868, (the latest return,) the note circulation of the United Kingdom amounted to $196,170,620, which, with a population of 30,000,000, gives $6 54 a head.

In France the only circulation of bank notes is that of the Bank of France, which has a monopoly of issue. On the first day of October, instant, (the latest date,) the circulation of the Bank of France was $251,782,750, or, with a population of 38,000,000, $6 63 a head.

The circulation of the banks of the United States on the first day of January, 1860, was $207,000,000, which, with a free population of 27,500,000, gave $7 52 a head. Thus it will be perceived, that in 1860 the *paper* money of the United States was 15 per centum, per capita, greater than that of England at the present time, and 13 per centum greater than that of France.

But it will be urged that the bank note currency of England and France forms much the smaller part of the whole circulation, and this is true. The smallest denomination of notes in England is of five pounds, or $25; in Scotland of one pound, or $5; and in France of fifty francs, or $10. The petty retail business of both countries must, therefore, be chiefly carried on by gold and silver coin. Very exaggerated notions, however, prevail in this country, and even in Europe, as to the amount of coin actually in circulation. It is necessarily a matter of estimate, as to which the judgments of competent persons will differ widely. All that I can do, therefore, is to present the estimates of those who seem to me to be the most trustworthy authorities.

TOTAL CIRCULATION OF GREAT BRITAIN.

Mr. Goschen, a banker of distinction, and a member of the last liberal ministry, in a recent article in the Edinburgh Review, (January, 1868, "Two per Cent,") states that the estimates of sovereigns circulating in Great Britain vary from 60,000,000 to 100,000,000 sterling ($300,000,000 to $500,000,000.) Dr. Lees, in his ingenious essay on the "Drain of Silver to the East, and the Currency of India," (London, 1863,) estimated the coin in circulation at £80,000,000 or $400,000,000; and he says "it has been estimated by various authorities at 70,000,000, 75,000,000, and even 90,000,000 sterling."

Michel Chevalier, who is hardly behind any Englishman in an accurate knowledge of English statistics, estimated it in 1853 at not more than 60,000,000 sterling, or $300,000,000, and that inclusive of the large mass of bullion then exceptionally held in the vaults of the Bank of England. (*Dictionnaire de l'Economie Politique*, article "*Monnaie.*")

Roswag, the latest and most learned writer on the precious metals, who gives much space to the consideration of the existing metallic circulation of Europe, ("*Les métaux précieux considérés au point de vue économique,*" Paris, 1865,) estimates the gold and silver coin of Great Britain in 1856 at 1,665,000,000 of francs, or $335,000,000.*

* In his speech in the House of Commons, February 11, 1826, the Chancellor of the Exchequer represented the total circulation of notes and coin at £46,000,000, and two years later, August 1828, the same officer represented it at £48,000,000.

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As the average of these learned but conflicting authorities I think I am justified in assuming the estimate of Dr. Lees; and I shall accordingly put the metallic circulation of Great Britain at 80,000,000 sterling, or $400,000,000. The total circulation of the United Kingdom, coin and paper, will then stand as follows:

Gold and silver	$400,000,000	
Less in banks, August, 1868	131,000,000	
		$269,000,000
Bank notes, August, 1868		196,000,000
Total circulation		$465,000,000

This, with 30,000,000 of people, gives $15 50 a head. If I were to assume the highest estimate of the metallic circulation which I have seen anywhere given, namely, 100,000,000 sterling or $500,000,000, the amount per head would be $18 83. [See note at conclusion.]

TOTAL CIRCULATION OF FRANCE.

In France, as I have stated, the present bank note circulation is a little less than $252,000,000. This amount is large beyond any former precedent. During the whole of 1864 it averaged only $152,000,000, or $100,000,000 less than at the present time. Mr. Goschen has assigned the true reason for this increase. "Many symptoms," he says, "indicate that the greater part of the increase is due to the substitution of notes for gold." The gold has, in point of fact, been withdrawn from circulation with much greater rapidity than the note circulation has increased. In 1864 the average amount of cash and bullion in the Bank of France was only $50,000,000. It is now (October 1, 1868,) $254,764,350, or $3,000,000 greater than the whole amount of bank notes outstanding. These figures indicate a considerable decline of the circulation in the hands of the public since 1864; the coin withdrawn to the bank having exceeded $200,000,000, while the note circulation has increased only $100,000,000.*

With regard to the metallic circulation of France, the widest diversity of opinion exists among the authorities. The statistics of coinage are admitted, on all hands, to be no guide to a correct estimate, since it is impossible to tell how much has been recoined, carried to other countries, and used in the arts.

Roswag examines the subject with great detail and thoroughness, and arrives at the conclusion that the stock of coined money existing in France in 1865 did not exceed 3,000,000,000 francs, or $600,000,000. He quotes M. H. Bordet, (*"L'or et l'argent en* 1864,") and M. Villiaumé, (*"Nouveau Traité d'Economie Politique*, 3d edition,) as having each arrived at the same estimate in 1864. Michel Chevalier, in his article on money, in the "*Dictionaire de l'Economie Politique*," already quoted, estimated the metallic circulation of France at 2,500,000,000 francs or $500,000,000. This estimate was probably made in 1853, as the first edition of the book was published in that year, but the text stands unaltered in the edition of 1864.

M. Moreau de Jonnès, in a communication to the French academy in

* Such a decline is also rendered probable by the depressed condition of industry in France, which has driven the floating capital from all parts of the empire to Paris, and occasions the present seeming abundance of capital and low rate of interest. (See the first number of the new financial journal, "*Echo de la Bourse*," November 1, 1868.)

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1855, (*Journal des Economistes*, November, 1855,) estimated it at 4,000,000,000 francs, *at the outside.*

M. Roswag estimates the amount in 1856 to have been from 4,000,000,000 to 5,000,000,000 francs; but he says there is no doubt that it considerably declined between 1856 and 1865, and he expresses a doubt whether in 1864 it really equalled 3,000,000,000 francs. The reasons which he gives for the decline are the large investments of French capital in foreign undertakings, such as public loans and railways; expenditures in Algeria and other colonies; the construction of the Suez canal; the purchase of foreign products, such as breadstuffs and cotton, and the cost of military expeditions, like those to Syria and Mexico.

M. Hippolyte Passy, formerly finance minister under Louis Phillipe, in his testimony before the banking commission in 1865, expressed the opinion that the ancient hoards of France were being constantly converted into productive property, and this would, of course, reduce the metallic circulation; "although," he says, "the practice of hoarding still prevails to too great an extent in France; the drain made at many points on the old savings has reduced the volume of available resources; and in view of the increasing number of new undertakings, it seems to me that the annual savings of the nation are not now sufficient to meet the wants which they have hitherto been able to satisfy."

I might easily multiply authorities, for the French are prolific writers on this class of subjects; but it seems to me that the conclusions of Roswag, whose work is not only very recent, having appeared in the autumn of 1865, but also far the most learned which has ever been given to the press on the subject of the precious metals, may fairly be accepted as true at the date at which they were made. Since 1864, however, (1865-'66-'67,) the imports of the precious metals into France have exceeded the exports by $266,000,000. How much of this gold and silver merchandise was in the form of coin, or has passed through the mint since its receipt, I have no means of judging. Roswag, however, cautions us against accepting the figures of the custom-house too implicitly, since they are known to give the imports more accurately than the exports, and in estimating the influence on the circulation of previous imports he makes very great abatement from the amount, which they seem to have added. I think the allowance will be sufficiently liberal if I add $100,000,000 to the $600,000,000 estimated by him as the stock of metallic money in France in 1864. The total circulation of France will then stand as follows:

Gold and silver	$700,000,000	
Less in bank October 1, 1868	255,000,000	
		$445,000,000
Bank notes October 1, 1868		252,000,000
Total circulation		$697,000,000

Which, with a population of 38,000,000, gives $18 34 a head.

CIRCULATION OF THE UNITED STATES IN 1860.

With regard to the amount of gold and silver coin in the United States before the war, the popular estimates are wider apart than even in Europe. They vary from $150,000,000 to $700,000,000.

Mr. Washburn, of Indiana, in the speech from which I have quoted, states the total coin in the country in 1861 at $385,000,000. Mr. Garfield, of Ohio, in his speech upon the currency, delivered at

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about the same time, puts the amount at $200,000,000. From the known habits of our people in the use of money, and their preference for bank notes over coin, I incline to the latter estimate, though it would be more easy to meet the arguments of expansionists as to the inadequacy of our former circulation, if I were to assume a high figure rather than a low one, as it would increase the per capita of the country. I shall, therefore, assume the metallic circulation of the United States in 1860 to have been $200,000,000. The total circulating medium of the United States will then have stood as follows:

Gold and silver	$200,000,000	
Less in banks and treasury	91,000,000	
		$109,000,000
Bank notes		207,000,000
Total circulation		$316,000,000

Which, to the free population of twenty-seven and one-half millions, gave $11 49 a head.

Thus it appears that the total circulating medium of Great Britain is now $15 50 a head, and that of France $18 34 a head; while that of the United States was in 1860, on a specie basis, $11 49 a head, being 74 per cent. of that of Great Britain and 63 per cent. of that of France. The popular estimate, therefore, which gives to Great Britain a circulation of $25 a head, and to France $30, is very wide of the truth.

POPULATION NOT THE MEASURE OF CIRCULATION.

It is, however, not more erroneous than the superstructure of argument which is built on this array of figures. The question is entirely misconceived when the wants of two countries, in respect of a circulating medium, are compared on the basis of population. These wants are not determined by population, for if they were, the savage tribes would come in for an important share of the circulation of the world. Population is an element to be considered, but the question mainly depends on the amount of a nation's wealth, the kind of property which composes it, and the magnitude of its trade. Roswag says:

> The circulation varies in different countries with the importance of their affairs and of their commerce, as well as with the activity of their dealings; the same pieces of money performing a given number of exchanges in a longer or shorter time, according as the nation is more or less active; in this respect England and the United States, for example, exhibit a rapidity of circulation altogether greater than that of France. It varies, also, according to the habits of saving and hoarding.

The people of the United States are essentially a saving people; witness the constant growth of property in the hands of the laboring classes, and especially the vast accumulations in the savings banks—but they are not a hoarding people, for reasons of which I shall speak hereafter. The people of France are, on the contrary, addicted to both saving and hoarding. Chevalier says "there is in France an inveterate love of metallic riches," and Villiaumé says "it is estimated that nearly a quarter part of the precious metals of France is concealed in the hoards of misers." With respect to such hoards Boisguilbert wisely wrote, two centuries ago, that "money at the bottom of a miser's chest is of no more utility than so much stone."

But the French people are beginning to learn the reproductive power of capital, and the importance of interest. Savings banks have had a continual though not very rapid growth among them. At the beginning

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of 1864, the 467 savings banks in France held deposits to an amount less than $90,000,000, against about $60,000,000 in Massachusetts and $100,000,000 in New York. The habit of hoarding in France, as well as the better knowledge of investment to which it is giving place, are well illustrated by the subscriptions to the public loans. The smallest sums are received, and the court-yards of the ministry of finance in Paris are thronged with applicants in every rank of life, from the richest to the poorest—the latter bearing with them their petty savings.

Last summer a loan of *rente* representing a capital of $90,000,000 was opened for subscriptions. The amount subscribed was for a capital of $3,000,000,000, or thirty-four times the sum desired. It is to this growth of intelligence in the matter of investing money, as well as to the operation of the special causes which I have already stated, that Roswag attributes the decline in the metallic circulation of France. The recent extraordinary exchange of notes for coin by the Bank of France, indicates that the tenacity with which the French people have heretofore held on to a metallic circulation, is fast giving way.

GREAT BRITAIN AND THE UNITED STATES COMPARED.

Let me now state some of the other elements which enter into a comparison of currencies. I will first compare the situation of the United States with that of Great Britain. The wealth of the United States, according to the census of 1860, amounted to $16,000,000,000; the wealth of Great Britain was estimated, in 1858, at $30,000,000,000, exclusive of property in the public funds. Allowing it to have increased since 1860 in the same ratio as before, it cannot now be less than $40,000,000,000, while the wealth of the United States, after five years of exhaustive war, which destroyed property of the value of not less than $5,000,000,000, deprived the country of the productive industry of 1,000,000 men, and manumitted slaves estimated in the last census at nearly $2,000,000,000, cannot now, by the most liberal estimate, be put at a higher figure than $20,000,000,000. If, therefore, the circulating medium were to be in proportion to wealth, Great Britain should have twice as much as the United States. But there is a wide difference, also, in the kinds of property which constitute the wealth of the two countries. Owing to its limited territory and the nature of its land tenure, the proportion of real to personal property in Great Britain is materially less than in this country. By the census of 1860 real stood to personal property, in the United States, in the relation of seven to five. Porter, in his "Progress of the Nation," estimated that in 1845 the property of Great Britain was about equally divided between real and personal. Since that date, the great commercial reforms have been adopted by which the country has not only been vastly enriched, but the preponderance of personal over real property in the national valuation has been fully established. Moreover, the real property of Great Britain is very different from that of the United States. While ours consists very largely of farming lands, of which five-eighths are returned as unimproved, theirs is, to a much greater extent, made up of manufactories, warehouses, docks and other productive property.

This difference in the nature of the property which constitutes the nation's wealth makes the greatest difference in the quantity of circulation necessary to do its business. It is not the ownership, but the exchanging of property which demands the use of money. A millionaire who is out of business, and has his property permanently invested, handles less currency than a thriving retail trader with a capital of

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$10,000. Great Britain is eminently a trading country; she buys and sells not only for herself but for all the world. The United States, on the contrary, is not so much a trading as a producing and consuming country. Nearly the whole of our annual product is consumed at home, and a considerable part of it in the neighborhood where it is produced. England is the broker through whom other nations, to a very great extent, carry on their mutual dealings. Nearly all the foreign trade of the United States is done through London. We deal, in this way, with China, India and Australia, with Africa and South America, and to a considerable extent also with the continent of Europe. The United States government keeps but one bankers' account in Europe for its transatlantic disbursements; for its naval, diplomatic, consular and other expenditures; and that account is kept in London. The South American countries do the same. Wherever the traveller goes the trading world over, he finds that English merchants have gone before him, and English ministers or consuls are not slow to follow them. England is jealous of the trade which supports her national life, and she gives to the trading spirit of her sons the amplest national protection. The late exasperating and costly war with Abyssinia grew out of her insatiable desire to control the trade of all nations; even of the savage tribes which stand outside the pale of civilization. It results from this, that a bill on London is the highest type of mercantile exchange. It will pay debts everywhere, and in many countries it is the only instrument of exchange known to commerce.

Acting thus as the universal broker; taking commissions from all the world, London requires to make an infinity of exchanges, and these exchanges, in the last result, demand the use of money. Nowhere else, it is true, is so little money used to do so vast a business; but after all economical substitutes have been exhausted, money alone is the final liquidator.

The exports and imports of Great Britain indicate more strikingly even than her wealth the magnitude of transactions in that country, involving the use of a circulating medium. In 1867 the exports were £181,000,000 sterling, and the imports about £210,000,000; a total of £391,000,000, or $1,955,000,000 in gold. The director of the statistical bureau of the Treasury Department states the exports of the United States for the last fiscal year, on a specie valuation, at $353,000,000, including specie, and the imports at $350,000,000, making a total of $703,000,000, or only 36 per cent. of those of Great Britain.

It may, perhaps, be said that these figures are irrelevant; that foreign commerce does not involve the use of circulation; and that the question relates to domestic trade only. But this is not true. All trade, foreign and domestic, settles its balances in money, and foreign trade requires for that purpose the best sort of money, namely, gold and silver. In all trade the process of set-off is carried as far as it can be, from an instinct of economy, which is stronger than any economic law; but, in the last result, gold is the only thing which pays, for it lies behind even paper money, and gives it all the efficiency which it possesses as a circulating medium. Foreign trade is, moreover, a pretty sure index of domestic trade, of which no corresponding record is kept. It would be impossible to work up a great foreign commerce without an extent and variety of domestic exchanges proportionate to it. This is especially so when the exports consist of manufactured rather than raw products, as is the case in Great Britain.

The greatest absorbent of money is wages, because wages are paid in small sums, at short intervals, to many persons, and none of the instru-

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ments of credit are suitable for such payments. Now England, above all countries, certainly far more than ourselves, is a payer of wages. The nature of her industries, the tenure of land, and the social condition of the people, all conduce to this result. Levi, in his late essay on the "Wages and Earnings of the Working Classes," (London, 1867,) estimates the number of actual workers at 11,000,000 out of a population of 30,000,000, and if the families dependent on them are added, at not less than 22,000,000. He states also that, as a general rule, wages are paid weekly, and in cash.

Let me now sum up the facts which I have presented by way of comparing the condition and wants of Great Britain and the United States in respect of a circulating medium. The United States in 1860 (before specie payments were suspended) had a circulation of coin and paper of $11 49 a head; the wealth of the country was then estimated at $16,000,000,000, including slaves now emancipated, and it cannot now exceed $20,000,000,000; and the volume of foreign commerce amounts, at the present time, to $700,000,000 a year in gold. Great Britain has a present circulation of coin and paper of $15 50 a head; her wealth is not less than $40,000,000,000. and the volume of her foreign commerce is $1,950,000,000 a year. If her circulation were based upon wealth, in order to equal ours in 1860, it should amount to $23 50 a head; or, if based upon foreign trade, $32 50 a head. That that country was able to get along with so much less than ourselves in proportion to business, proves that it has learned to carry the process of set-off further than we have, her small territory enabling her to do so with greater ease; but, after making due allowance for the smallness of her territory, and the use of all economical substitutes, I think I shall be able to show, before I conclude, that prior to the war, the people of the United States had a larger circulating medium in proportion to their need of it, than the people of England, and that if we have stood at any disadvantage in our mutual dealings it has been from the over-abundance of our circulation and its poor quality, rather than from the inadequacy of it.

FRANCE.

It is not so easy to institute a comparison with France as with Great Britain. The two countries are very unlike, and there are considerations, political, social, and commercial, which conspire to influence the question of the monetary circulation on one side of the channel, which have little or no force on the other. I have shown that the circulation of France is probably about $18 34 a head, and the fact that it is so much greater than ours, is seized upon by the advocates of an increase of the circulation to prove that ours has hitherto been inadequate. But in presenting this argument, the bearing of national circumstances on the question has been wholly misconceived. It is popularly said, if a slow, sedentary people like the French require so large a circulation, how much more must be needed by a restless, energetic, moving population like our own. But this statement betrays ignorance of the laws which govern the circulation. The active, energetic nations need less, and the slow and sedentary nations more of a circulating medium to do the same business. It is precisely because the French people are so wanting in activity in social exchanges, that they absorb such an enormous and wasteful currency. They are behind the Anglo-Saxon races in commercial usages, and especially slow to adopt those substitutes for money by the use of which England and the United States have simplified and cheapened their business. This fact is both admitted and deplored by

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the best French writers. M. Horn, in his article on money in the "*Dictionnaire de Politique*," lays great stress upon the wastefulness of the French people in employing so large a mass of the precious metals to do a business which, in other countries, is as well done with a far less sum.

"All competent persons agree," he says, "in pronouncing the vast quantity of the precious metals absorbed by the circulation, as anything but an advantage to the country." This wasteful absorption exists in France "because the country has not yet learned to use that perfected mechanism of the exchanges, (checks, the clearing house, &c.,) which in England serves to keep the circulation down to a certain limit." I might quote Chevalier and many other eminent writers to the same point. All of them recognize the principle that the circulation is so much unproductive wealth, and that the amount of money which a nation employs, should be limited to what is absolutely necessary to make its exchanges without friction; and that to employ more than this is to keep idle a portion of the public wealth, which ought to be productive.

The political state of France has always led to hoarding. In a country where a revolution may at any time overturn the government, and put all visible property in jeopardy, there is a strong motive to put it out of sight and beyond the reach of contingencies.* The political disquietude of Europe has been one of the principal inducements to invest in United States bonds; there might be risk in it, but it was a different risk from that to which home property was exposed. This motive has operated largely in France to induce capitalists to invest their money in foreign enterprises and foreign loans, precisely as it has driven humbler people to hide away their savings in unproductive gold. How this national proclivity is giving way to more enlightened views in respect to the investment of capital, I have shown elsewhere; but it still operates to keep the circulating medium of the country immoderately large.

There is no such tendency as this in the United States. The people themselves govern the country, not by a figure of speech, but actually; their policy is peace, and they have shown in the most significant manner that a revolution is impossible, so that even rebellion is not likely to raise its defiant head again in the lifetime of this generation. The people of this country earn money and save it; and they know how to invest it so as not to lose interest. Real estate, the public funds, loans on mortgages, corporate shares, deposits in savings banks absorb the savings of the people, and prevent them from being locked up in money. They do not perhaps reason about it, but they instinctively know that money in the pocket-book is idle capital, and in a country where all must work for a living, we do not encourage idleness even in money.

The French are a sedentary people; living and dying where they were born; warmly attached to their country, incurious about strangers, rarely emigrating, seldom even travelling at home, and slow to adopt foreign fashions in business. There are very few banks in France. The Bank of France has a monopoly of issue, and this privilege gives it such an advantage, that there are few rivals to contest the field with either the parent institution or its branches. These are required to be established in every department of the empire, but though there are 89 departments, there are as yet but 56 branches; and yet the law has stood for twenty

* M. Rouher, the present prime minister of France, in the discussions of the imperial banking commission, of which he was the president, alluding to the national habit among business men of locking up money in their private tills, suggested whether it was not a habit "which grew out of political recollections, and of apprehensions not yet completely quieted; or to a state of manners which only time, and a long time, could cause to disappear." M. Hippolyte Passy, in the same investigation, attributes the slow growth of banks chiefly to political causes.

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years upon the statute-book. Compare the operations of these 56 banks with those of the 1,673 now organized under the national banking law of the United States. Every one of these banks economizes the use of money in many ways. Practically speaking, every man of business in the United States, living in the neighborhood of a bank, keeps a bank account. He has his checks and his check-book for domestic payments, and if he wishes to make remittances to a distance, he gets drafts drawn by his bank on some convenient city correspondent—usually without any charge. He has no occasion, therefore, to use money except for the smallest payments. Large payments either in bank notes or coin have almost ceased in America. Now the case of the Frenchman is entirely different. He still keeps his strong box and his till; and when he makes a considerable payment, it is usually in packages of bank notes or in rouleaux of coin. He must therefore keep a good deal of money by him, and the aggregate of these individual reserves makes the heaviest item in the circulation. Even in great cities, the habit of depositing in bank is by no means general. The mass of Paris shopkeepers, tradesmen and small manufacturers know nothing of bank accounts or checks. One of the questions most earnestly debated in the late monetary discussions in France has been, whether checks and the clearing-house system should be introduced into Paris. I have before me an elaborate pamphlet, published in 1864, showing the nature and value of these institutions, ("*Les Cheques et le Clearing House, par M. P. J. Coullet.*" Paris, 1864.) Very little progress, however, has yet been made in transplanting these peculiarly Anglo-Saxon growths into the soil of France.

The Bank of France, on the first day of October, 1868, held private deposits to the amount of $76,000,000; but these deposits only represent the reserves of the great private bankers, precisely as the $95,000,000 held by the Bank of England, at the same date, represent the reserves of London bankers. None but the richest bankers and merchants keep accounts with either of these national institutions. In England the joint joint stock banks and the private banks and discount houses do the business of the trading community. The magnitude of the deposits belonging to this class in London, may be judged by the figures of the London and Westminster bank, which alone holds more than a hundred millions of dollars of private deposits, or more than half as much as all the corporate banks of the city of New York put together. There are important banks of discount and deposit in Paris, such as the Comptoir d'Escompte, the Crédit Industriel, the Crédit Agricole, the Crédit Foncier, and the Société Générale; but their operations are insignificant when compared with those of the banks of London. Several, perhaps all of them, are restrained by their charters from receiving deposits greater than once and a half their capital.* The London and Westminster holds twenty times its capital. Paris is, nevertheless, in the matter of banking economies, far in advance of the provinces. The 56 branches of the Bank of France held on the 1st of October only $10,000,000 of private deposits. Add to this the deposits of the parent bank, $65,000,000, and the total amount is $75,000,000. The banks of the United States, at the same date, held $602,000,000, of which $195,000,000 was in the city of New York. Thus it appears that France, with a population one-third greater than the United States, holds bank deposits, only one-eighth as large, and yet deposits are only one of several important auxiliaries to the circulation. Bills of exchange, promissory notes, and book accounts are other auxilia-

* M. Wolowski, in an article in the "Journal des Economistes" for October, 1868, says that the aggregate deposits in these institutions in Paris considerably exceed those of the Bank of France.

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ries of the same character; whatever, in short, reduces the number and amount of payments, or effects them without the intervention of money, may be so reckoned. Now, of all these auxiliaries, France possesses less than we do. The obstacles thrown in the way of discounting mercantile paper may be cited to establish this position. Neither the Bank of France nor its branches can discount any paper unless it is guaranteed by at least three signatures, or by two signatures with collateral security of a defined and limited character. In the United States, on the contrary, more than two signatures are rarely required, and a great deal of paper is discounted upon a single name.

From all these circumstances it results, that the condition of the French people is so unlike our own, that their example cannot justly be invoked in favor of an expansion of the currency. Yet the circumstances indicated are wholly unlike those which in England justify the use of a larger circulation, per capita, than that of the United States. In England, it is the vast proportions and varied character of her trade, and the magnitude of her movable property, which gives employment to a large circulating medium, after all economical expedients have been exhausted. In France, it is the slow movement of all the exchanges, the indisposition of the people to adopt new methods of doing business, the restrictive character of banking legislation, and the insecurity to property resulting from political disquietude and changes of dynasty, which have conspired to put an undue portion of the national wealth into the unproductive form of money; which have, in short, converted it from a means into an end—from an instrument into an investment. There is no intelligent Frenchman who does not deplore this result, or who doubts that it has sensibly impeded the accumulation of wealth.

Although the excess of the French circulation over our own is mainly to be accounted for by the considerations which I have thus presented, it is no doubt partly due to the greater wealth and commerce of that country. I have not the means of showing, even conjecturally, the aggregate wealth of France, but the wonderful development of the empire, its great works of internal improvement, the varied and extensive operations of the Bourse, and the amount of French money which has gone into foreign investments, prove conclusively that the country is far richer in realized wealth than the United States. The magnitude even of its foreign trade proves the same thing, and yet we have not been accustomed to regard France as a commercial country. The exports and imports of 1867 amounted to $1,445,000,000, while ours were only $708,000,000. Thus the trade of that country would justify a circulation twice as large as ours, if it were as far advanced as we are in the use of substitutes for money, while the circulation is really only 50 per cent. greater without these substitutes.

OTHER EVIDENCE THAT THE CIRCULATION OF THE UNITED STATES HAS NOT BEEN INSUFFICIENT.

I have thus endeavored to show, by a comparison of currencies, and of national condition, that the complaint now so frequently made, that the circulating medium of the United States has in the past been insufficient to do the business of this country on equal terms with Great Britain and France, our most important rivals, is not well founded. But there is other and more conclusive evidence to be found at home. That evidence is, that under a system of bank-note issues, essentially free and unrestricted, the circulation of the country could not be carried above certain limits. The issue being unrestrained, except by the necessity of redeeming the

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bills in coin, the amount floated was governed by the laws of trade. The highest circulation which the banks ever attained while they continued specie payments, was $215,000,000, in 1857; but that figure was only arrived at by an excessive expansion of credits, which culminated in the crisis of that year. For several years prior to 1857, the banks had pushed their discounts to a dangerous point, for the sake of securing circulation. Loans were made in bank bills to distant customers, especially at the west; to railroad and other corporations, to contractors, and to banks, with a distinct agreement that the bills should be kept in circulation till the paper matured. The bills were marked, and as fast as they returned to the bank, they were sent back to the borrowers at their expense. In other cases the agreement was that the bills should be locked up in the safe of a borrowing bank, to constitute the reserve of eastern exchange, which was required to be kept by the laws of some of the western States. So extensive had these practices become, that Massachusetts passed a law to restrain them, and it now stands upon the statute-book in these words:

A bank which loans or issues any of its notes or bills, with an agreement or understanding that such notes or bills shall not be put into immediate unrestricted circulation, or that they shall not be returned to the bank within a limited time, shall forfeit a sum not exceeding one-half nor less than one-fourth part of the amount so loaned or issued. (General Laws of Massachusetts. Revision of 1859.)

Nobody now questions the irregularity and dangerous character of such loans. They were made for the sole purpose of stimulating the circulation, and in a spirit of resistance to those natural laws which govern its ebb and flow when left to itself. Although the crisis of 1857 cannot fairly be said to have been caused by this action of the banks, since, like all crises, it is referable to causes quite independent of any bank management, it was no doubt aggravated by it. A crisis is generally owing to the undue locking up of capital in enterprises which give no present return, thus gradually cutting off the supply necessary to regular business. Bank capital in this country is the principal aliment of trade, and if banks lend it in such a manner that it becomes locked up in fixed and unproductive property, they do much to promote commercial disturbances. After a while, these loans accumulate to such a degree as first to cramp, and finally to stop all legitimate business. The history of the last crisis in England is full of illustrations of this kind of banking; and so it was in America in 1857.

I claim, therefore, that the $215,000,000 of bank circulation in 1857 was in excess of the legitimate wants of the country at that time, *and yet it was far less than the banks had authority to issue.* In Massachusetts, which in this respect fairly represents the New England States, banks were allowed to circulate bills up to the amount of their capital, but the circulation never came near to that limit. In July, 1857, with a capital of $60,000,000, they maintained a circulation of only $24,000,000. In New York there was no restriction on the amount of circulation. Each bank could issue as many bills as it could secure at the banking department. Practically, therefore, it depended on the means of the banks to pledge securities and the demand of the public for bills. Yet in 1857, with a capital of $96,000,000, the circulation of the New York banks was only $34,000,000.

In the whole United States, the bank capital was $371,000,000, while the total circulation was $215,000,000. The circulation of the country was, in short, far within its statute limits, and this can only be attributed to the absence of a demand for more. The banks had the strongest motive to issue all that the public would take, and I have shown that this motive operated to lead them into a very hazardous business. The

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conditions on which they were allowed to issue it were always profitable, far more so than under the present national system. All they needed to have was the ability to put up the requisite securities, (when securities were required, and in many States they were not required,) to keep the necessary reserves of specie, (which were very small,) and to redeem the bills when presented. Is there any intelligent financier who would allow them to circulate more bills than they could thus secure, protect, and redeem? If there is, I cannot argue with him, for we should differ radically as to the principles on which a mixed currency rests.

WEALTH INCREASES FASTER THAN CIRCULATION.

It is popularly supposed that the circulation of a country keeps pace with the growth of its wealth. This is a mistake. There is, on the contrary, a steady retardation in the growth of the circulation, as compared with the increase of wealth and business. This is due to the increase of deposits, and other economising substitutes for money, and to the increased rapidity of movement which the circulation itself is constantly acquiring. Not merely by deposits, the clearing-house, and other banking agencies, but by the railroad, the express, the telegraph, and cheap postage, has the necessary amount of the circulation been reduced. Wherever society is most advanced in wealth and in the instrumentalities of exchange, this retardation shows itself most plainly. Thus circulation increases less rapidly in England than in the United States, and in the eastern States than in the west. The total bank-note circulation of the United Kingdom in November, 1844, was $198,352,985. In August, 1868, it was, as I have shown, only $196,000,000, a decline of $2,000,000 in 24 years. The highest point which it has touched in this period did not exceed $210,000,000. Yet in that period, the wealth of Great Britain has doubled, and the volume of domestic and foreign commerce has more than trebled. In the last debate in the House of Commons on the currency, (August, 1866,) it was asserted by the most experienced bankers, that notwithstanding the vast increase of trade, it took no more money (not capital) to operate it than in 1844.*

The same law governing the circulation is recognized in France. I have cited the opinion of Roswag, that the metallic circulation has probably declined since 1856. Chevalier says "although it is true that as society is developed the quantity of money which it uses increases for a certain time, it is not less true that there comes a time when the necessity for increasing the volume of money is no longer felt, and when, on the contrary, the industrial machinery becomes so perfected, as to perform the same quantity of transactions with a smaller quantity of money."

The same tendency which prevails in the world of mechanics, to get greater results out of inferior forces, extends to every other movement of society.

The slow growth of the circulation in some of the United States, is only less remarkable than its stationary position in England. In Massachusetts, from 1850 to 1860, the bank-note circulation increased only 22½ per cent., while bank capital increased 74 per cent. In the same period population increased 24 per cent., and property, by the census valuation, 42 per cent. In New York, during the same decade, the increase of circulation was only 15 per cent., against an increase in bank capital of 101 per cent., of population of 25 per cent., and of property of 71 per cent.

* In 1828, when the ministry represented the total circulation of notes and coin at £48,000,000 or $240,000,000, the exports and imports were only $140,000,000, or less than a quarter of their present amount.

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The circulation of all the banks of the United States in 1837 was $149,000,000; in 1861 it was $202,000,000, an increase of 35½ per cent. Now compare this with the growth of wealth and population in the somewhat shorter period from 1840 to 1860. In 1840 the population of the United States was 17,000,000, in 1860 it was 31,000,000, an increase of 82 per cent. The census valuation of property in 1840 was $3,764,000,000; in 1860 it was $16,159,000,000, an increase of 329 per cent. When the more rapid growth of property in the United States is considered, together with its wide territory, and the imperfect machinery and slower movement of the exchanges, this inconsiderable growth of the circulation is even more remarkable, than that it should have remained stationary in Great Britain.

DISTINCTION BETWEEN MONEY AND CAPITAL.

It will probably be said, in reply to the foregoing suggestions, that it is for the new States, and not for the old ones that more currency is needed; that those sections of the country do not enjoy the same facilities for exchange as the eastern and middle States, and therefore require more circulation to do their business. But the great want of the west, as of all new countries, is not circulation, but capital; and it is a great mistake to suppose that without capital it can have money. And this leads me to consider the real nature and office of money, as distinguished from capital. It is from a misconception on this point, that most of the prevailing errors respecting the currency have arisen. *I define money to be a part of the wealth of the world, expressed in a coinage of the precious metals, which is withdrawn from reproductive uses for the purpose of measuring and exchanging the rest.**

If it were not for this necessity of constant measuring and exchanging, it would obviously be better if all the wealth of the world could be devoted to reproductive purposes. If money was not necessary for measuring and exchanging property, less labor would be spent in the mining of gold and silver, and more devoted to other services valuable to society. So in the social economy, a part of the men and women are employed in waiting on the rest and supplying their material wants, in order that they may not be diverted from more profitable occupation, by the necessity of each person waiting on himself. If there were no human necessities of the workers to be ministered to, the class of workers might be measurably increased.

It is just so with money in its relation to capital; it is its servant; it attends constantly upon it, fetches and carries for it, and sometimes, of necessity, stands idle, waiting for the bidding of its master. When the question of service is one of economy, and not of luxury, no more servants are employed than are necessary to save the more valuable time of the master. Now the use of money, as distinguished from other capital, is strictly a question of economy, and in a healthy state of society no more real money will ever be employed, than is necessary to give vitality and movement to the rest of its wealth. Money is a vehicle which performs a part of the social exchanges. It is of one family with the steamboat, the railroad, the express, the telegraph, the post-office. All of these are merely instruments of exchange, and not of production. If wealth could be increased by production only, without exchange, all these useful public servants would fall into the category of expensive

* M. Wolowski says of gold and silver, that they are "only vehicles for real productive capital, of which they immobilize the portion consecrated to the office of money, and destined to serve as a leaven to animate the rest of the mass." (See *Journal des Economistes*, October, 1868.)

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luxuries. Every excess of them now is a burden to society. Two steamboats running where one can amply accommodate the travel, two railroads built side by side competing for the freight which one can carry, do not both increase the public wealth, for the support of one of them is a tax which the community must pay.

It is plainly a mistake, therefore, to suppose that a nation's wealth is to be measured by its money, that money alone or chiefly enriches it, or that it can ever have money at all except as an incident to capital. France is not richer, but poorer, for using so much more money than other nations to do the same business. If a manufacturer of clothing were to employ five women to do the work of one sewing machine, we should call him a bad economist; and precisely in this sense is France a bad economist, for refusing to avail herself of economies in exchange as manifest, as the superiority of the sewing machine is to the manual dexterity of the woman. In the order of civilization there must be first property, and then money, just as there must be passengers before coaches can be employed. It is equally a law of public economy that there should be no more money in existence, than is needed to exchange the property and services of a people with ample convenience, and yet with the smallest friction.

If the money of this country were wholly of gold and silver, I do not suppose any one would be found to controvert these propositions; but unfortunately the money of the United States is almost wholly paper money, and at all times it has consisted much more largely of paper than of coin. Because paper money can be increased at will, and almost without expense, it is supposed that it is not subject to the same laws as real money; but that certain valuable properties inhere in it, which are peculiar to itself. Now, paper money has two independent properties: it is an instrument of credit promising to pay money, just like any other promissory note, and in this aspect it is a useful agent, especially as it is transferable without endorsement; it is also a representative of real money lying behind it. Its only title to be called *money* is derived from the latter property. If money is wealth, then it is so because it is the product of labor, for no wealth can be produced without labor; and the value of a thing in exchange is measured by the labor that it has cost. It needs no argument to show that paper money, whether it be bank-notes issued by corporations or legal-tender notes issued by the government, will not stand the test of this definition, since it costs no more to print a note for a thousand dollars than for one dollar. We call it money, because it promises to pay money instantly on demand, and it assumes to be the representative of an exact sum which is waiting to be demanded, to fulfil the promise. But the assumption is groundless; there is no such sum of money waiting to redeem it; generally there is only a pitiful fraction of it. Paper money is not, therefore, wealth of itself, nor the representative of money, except so far as money lies behind it in the hands of the issuer of the bills, waiting to redeem them. Beyond this amount it is merely circulating credit. Most civilized nations have agreed in using this circulating credit in place of money, from the supposed economy of so doïng. It is admitted not to possess all the properties of money, but its lack of them has been supposed to be less injurious to society than the idleness of an equal amount of capital locked up in coin. More and more doubt, however, is coming to be cast upon this theory, as is shown by the universal demand which is now made, that some proportion of coin shall be held by the issuers of bank-notes to protect their redemption. After the crisis of 1857, there was, in nearly all the States, a call for legislation in that

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direction. The treasury report upon the "Condition of the banks throughout the United States," at the beginning of 1858, is full of evidence that the bank currency of that period was vicious from the excess of its credit element; there was too little gold behind it, and it broke down the moment the strain upon it became serious. A circulation based upon a specie reserve is certainly stronger and better than one without such a basis; for the tendency to over issue is limited by the necessity of keeping the reserve; but there are occasions when such a currency is an engine of tremendous power for evil. Take the present national bank law, which requires a certain reserve of specie and legal-tender notes in proportion to deposits and circulation, and prohibits discounting whenever the reserve is not maintained. The locking up of a few millions of legal-tenders by speculators for a fall of stocks, acts with four-fold intensity upon the money market, where every dollar of the United States notes represents a credit currency of four dollars in deposits and notes of the national banks. One dollar drawn from the bank reserve practically withdraws four dollars from the loan fund of the locality. The banks cannot suddenly retire their notes, and they may not at once lose their deposits, so that the loss of their reserve compels them to stop discounting. This is what is actually taking place in New York as I am writing. It would be the same in principle, though a lock-up would be less manageable in practice, if we were on a specie basis, with a bank reserve of coin instead of United States notes. A sudden drain of gold for export, or a speculative locking-up of it, would act upon the loan market precisely as we are now witnessing. The reason is, that our laws permit a four-fold superstructure of pretended money to be raised upon a narrow basis of real money, and at the same time give to every man the right to take his pay out of the base, by making that alone the legal tender. If too many persons attack the base at once, it is not strange that the fabric of credit raised upon it topples to the ground.

But the locking up of gold could not be permanent. It would last only long enough to draw gold from other countries, or other sections of our own country; while on the other hand a strictly local currency of no intrinsic value, like United States notes, is a mere commodity like wheat or cotton, which may at any time be monopolized or locked up, and the lock-up will continue as long as the holders have the inclination and ability to do it. It differs, however, from all other commodities, in the fact that a speculation in it affects equally all other kinds of property, of which, in its character of money, it is the measuring and exchanging power. While the lock-up lasts it is a contraction of the currency, as absolute as if the bills were destroyed and never to be replaced. But it has the painfulness of contraction without its ultimate advantage. It causes a fall of prices which, as they are unnaturally high, is not a public evil, though it may occasion private losses. But as the contraction is only temporary, the fall of prices is temporary also. The bills locked up remain to menace the market, and to be let out as soon as the objects of the speculation have been accomplished. Thus all values are unsettled, and no business can be undertaken safely.

On the 24th of October the banks of New York held $56,000,000 in legal-tender notes. On the 31st they held only $51,000,000, a loss of $5,000,000. On the 7th of November they held only $47,000,000, a loss of $9,000,000 in 14 days. The lock-up is said to have been really much greater than appears by the weekly statements, and to have equalled at one time $15,000,000. On the 5th of November United States bonds fell 3 to 4 per cent. below the quotations of the previous day, and within a week there was a decline in railway shares ranging from 5 to

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35 per cent., the very soundest properties sharing the decline. I make no mention of the fluctuations in Erie railway stock, for which there were special disgraceful causes, desiring only to record the effects of currency speculations on the general market.

Witness now the other side of the picture. On the 14th of November the bank statement showed a return to the circulation of upward of $4,000,000, and on the 21st of $12,000,000 more, making a total increase of $16,000,000 in two weeks. Fluctuations like these, occurring at the time of a close money market, have brought fearful losses to innocent people, and they have given a rude shock to public confidence. People who have refused to see it before begin now to see that speculation thrives upon the debased quality of our artificial money, and that while we continue to use it no remedy for the abuse is possible, either by legislation or commercial restrictions. They cry loudly, therefore, for a return to specie payments, believing that any temporary suffering from a decline of prices is preferable to the continual danger and anxiety to which all business is now subject.

It may be thought that we should escape the difficulties incident to the maintenance of a reserve by letting the government issue all the notes, and taking away from the banks the privilege of circulation. But this would make no difference; practically the government issues all the notes now; the banks are only the agents for putting them into circulation, and the obligations imposed on them to redeem and protect them by proper reserves would revert to the government if they assumed to issue the notes without intervention. Could Mr. Spinner, at Washington, or Mr. Van Dyck, at New York, redeem the national bank issues, any better than the banks themselves, without keeping an adequate reserve to do it with? Certainly not. The danger of sudden contraction is incident to every credit circulation, redeemable in coin or its supposed equivalent, and so long as the redemption fund remains so small as compared with the amount having a right to be redeemed it will continue to be of a very serious character.

The cost of a metallic currency is easily calculated. It cannot exceed the average profit on so much capital productively invested. Suppose that this country could now maintain on a specie basis a note circulation —of the government or the banks, or both—of $300,000,000, (and I do not believe it possible to circulate more on such a basis,) what is the estimated saving to the country? In the first place, the coin reserve on this sum ought not to be less than one-third. There would remain, then, $200,000,000 at seven per cent. The saving realized by not putting so much capital into gold coin would be $14,000,000. Now the estimated wealth of this country is $20,000,000,000; the national revenue is $350,000,000, and the annual surplus out of which taxes are paid must considerably exceed the revenue. What, then, must be the volume of the exchanges incident to the creation of so much new wealth, and for the service of which the circulation is maintained? A loss of $14,000,000 to the production of the country would be many times repaid in the use of a currency by the slightest shade better than any other, so vast is the volume of transactions to be affected by it. On the other hand, who will attempt to measure the friction and loss entailed upon the country by the use of the best substitute for metallic money which we have hitherto been able to maintain? How much will the present lock-up of legal-tender notes in New York cost the country? Perhaps you will reply, Nothing; as somebody gains what others lose. But is it any satisfaction to the honest traveller, who has been robbed upon the highway, to be told that the country is no poorer for the robbery, since the thief has got his money? The

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highways of business should be safe against highwaymen, and it is the duty of government, as far as possible, to make them so. It is in times of commercial panic resulting from reckless speculation that the weakness of a paper currency becomes most apparent, but it is inherent in it always, and the friction with which it works is a heavy tax on business.

But if bank notes and United States notes are really money, as they are popularly claimed to be, then they must be subject to the laws of money. Their power is a delegated and representative power, and it cannot exceed that of their principal—coin. The same laws which regulate the supply and demand of real money must, therefore, govern paper money; and they will do so, unless artificially meddled with; and all such meddling serves only to destroy the monetary character of notes, and to render them unfit to perform their assumed office.

If the people of the west, therefore, would have more circulation they must begin by getting more wealth; and one evidence of that wealth will be the growth among them of moneyed institutions; for the trade in money comes last among the modes of employing capital, and can only spring up in communities which have an excess of capital waiting for profitable investment. In new countries there is no such excess. The first settlers of a country are always poor, for there is no motive to rich men to undergo the hardships of a pioneer life. In our western country the abundance and cheapness of land make the profits on capital very large—so much above the rate of interest, that there is no inducement to put capital into banking. Precisely for the reason that the old countries of Europe can afford to take our public debt at a lower rate of interest than we can, so the eastern States can afford to furnish loanable capital to the west cheaper than western capitalists can do. If the west is left free to furnish its own circulating medium, it will keep no more capital in this form, than is absolutely necessary to its business; and it is precisely the same while the currency is supplied by the government, or by eastern banks. In any case it is not furnished gratuitously; it has got to be paid for by the section which uses it out of its own earnings. It may, of course, be borrowed, like any other capital; but in that case other property has to be pledged for security, and the result is the same. As it is impossible to determine empirically when a country is rich enough in floating capital to furnish banks for itself, the system of banking should be eventually free; but this cannot take place so long as the bills to be issued are not redeemable in specie. With proper regulations as to the redemptions and the reserve, the obligation to redeem in coin will restrain the tendency to excessive issues within such limits of safety, as a mixed currency is capable of affording.

It is preposterous to talk about the currency being the "*means of the people*," if by that is meant, as I suppose, the wealth of the poor majority in contradistinction to the capital of the rich minority. Money has precisely the same properties in one man's hands as another's—gold money or paper money; and inasmuch as it is always unproductive capital, the last person who can afford to hold it is the poor man who has no margin. To the rich the loss of interest may not be important; but to the poor, all that is earned beyond necessary living should seek instant and safe investment; and this will always be done in the most civilized communities.

RESUMPTION OF SPECIE PAYMENTS.

I am not to be understood in what I have written as advocating any sudden change from the mixed currency of coin and paper which has hitherto formed our national circulation, to one of coin only. If I am

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right in believing that the truest economy would consist in using only the precious metals, (with some form of circulating paper, like gold notes, for convenience of handling and transmission,) the time for making so considerable a change in the habits of the country is not yet come. Any such change must be gradual, and it must be made with due regard to rooted opinions, as well as vested interests. We have a good way yet to travel before we get back to specie payments; and still another stage to arrive at the more solid ground occupied by European nations. When we have reached that point we can take counsel together, and see if the time has not come for trading at home as we always trade with other nations, on the basis of real money.

To get back to specie payments is the first object, and I know no other way of doing it than by the way once attempted and afterwards suspended, namely, by the painful process of contraction. It is useless to talk of growing up to the dimensions of the present circulation. Taking bank notes, legal-tenders and fractional currency together, the outstanding amount in the hands of the people is in the neighborhood of $585,000,000. In the face of all past experience of this and other countries, what possible justification can there be for such an increase of paper money over the figures of 1860? If left to the operation of natural laws, would the circulation have attained any such limits? Most certainly it would not; and the moment the touchstone of specie redemptions is applied to it, the volume of paper money will shrink to its natural proportions. To wait till we need so much circulating money would be to wait for years—an indefinite period; on the other hand, to force a resumption of specie payments with so much paper afloat, would cause such a sudden fall of prices as would inevitably lead to a crisis, and involve the ruin of many innocent persons. The only method left is to contract the circulation preparatory to redeeming it, to require beforehand a certain accumulation of specie in the banks, and I incline to believe also, to make the redemption partial to begin with. This might be done by redeeming at first only notes of certain dates or denominations, or by redeeming in gold, estimated at a higher price then par, as was done in England in 1820.

Contraction is not an agreeable process, for it involves a fall of prices; and as such a fall is never equal, some property and some people will suffer more than others. But so it was in the war, when the unavoidable losses and burdens to the nation were most unequally distributed among individuals. The restoration of a sound currency is one of the duties resulting from the war; it is a tax we have got to pay, and it cannot be adjusted with exact equality. The burden of contraction cannot, however, at its worst, fall as unequally upon the people as the burden of a depreciated currency. With a depreciated money and a fluctuating standard of value, the condition of industry can never be healthy. Values are all unsettled, and the fluctuations sudden and violent; both labor and capital have irregular employment, and there is a feverish habit imparted to all industries. So inseparable are these incidents from a depreciated currency, that if the national debt could be paid off to-morrow by an issue of legal-tender notes, and there were no considerations of good faith or national integrity involved in the question, it would be a most disastrous measure to the country, crippling its business to a degree far more burdensome, in the present and in the future, than honest payment, according to the intention of the contract. If there is to be any repudiation let it be by a square refusal to pay the bonds, principal and interest, as well as the notes, to be followed by a repeal of the legal-tender act. Large numbers of people would doubtless be ruined, and the national credit destroyed; but not more surely than by the greenback method

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of repudiation, which adds the vice of hypocrisy to the crime of dishonesty; while, on the other hand, the private business of the country, after the first violent shock, would be gradually resumed on a solid basis.

The heaviest burden of depreciated money falls upon the poor. As you have shown in your annual reports, and as all the evidence still goes to demonstrate, the laboring man is the heaviest tax-payer under our existing currency system. All the elements of his living have risen fully 20 per cent. above the rise in his wages. What capitalist has to suffer so severely as this? And it is not to be forgotten that the capitalist, because he is a capitalist, pays his taxes out of his abundance—the laborer out of his living. It is one of the worst features of a debased money that it widens the space between the rich and the poor; to those that have it gives more, and to those that have not it takes away even what they have.

I am, very respectfully, your obedient servant,

GEORGE WALKER.

NOTE.—Since the foregoing letter was issued from the press I have seen in the London Economist, of December 12, 1868, the statement of an estimate of the circulating medium of Great Britain recently made by Professor Stanley Jevons to the Statistical Society, which is considerably higher than my own. The method pursued by Professor Jevons in prosecuting his inquiry is a novel and ingenious one, and the high reputation of the author as a statistician entitles his conclusions to great respect. He estimates the gold currency alone at £80,000,000, the silver at £14,000,000, and the copper at £1,000,000, besides the bullion in bank, which he estimates at £15,000,000; making a total of £110,000,000, of which £89,000,000 are supposed to be in circulation and the rest in bank. The editor of the Economist considers the estimate of £80,000,000 for gold coin "a maximum figure," and probably beyond the truth. Professor Jevons puts the total circulation of coin and paper at £134,000,000; from which there should be deducted about £9,000,000 as the average amount of notes in the banking department of the Bank of England; leaving £125,000,000 sterling, or $625,000,000, in circulation. This would give $20 83 a head to a population of 30,000,000.

In assuming, on the authority stated, the sum of £80,000,000 as a probable figure of the metallic circulation, I supposed it to include the coin and bullion in bank, as has usually been done in estimating the amount of the precious metals in this country, and I was confirmed in that impression from the fact that Chevalier, in the passage quoted on page 6, makes his estimate of £60,000,000 to include "the enormous sum which lies to-day, exceptionally, in the vaults of the Bank of England."

Roswag, also, in his estimates of the French coinage, includes both that "*in circulation and in stock*;" and in arriving at the amount added by commerce, he includes in the importations bullion as well as coin. I can see no reason to doubt, therefore, that in his estimate of 3,000,000,000 francs ($600,000,000) for France, he includes all either "in circulation or in stock" which had been dedicated to the office of money; and this would include the coin and bullion in bank as well as in circulation.

In further examining Roswag's treatise I find an estimate of the metallic stock of England much lower than that given from his work on page 7. Comparing the increase derived from commerce—1858 to 1863—in the two countries, he finds that France gained three times as much as England; from which he reasons that the "monetary stock of France must be triple that of England," which would reduce the stock of Great Britain to 40,000,000 sterling, or $200,000,000.

It will be seen, therefore, that in striving to arrive at a just estimate on this difficult subject of the stock of the precious metals used as money in Great Britain, I have avoided both extremes of opinion; and that I seem to be considerably above the most learned and scientific of modern writers on the subject.

My only desire has been to arrive at the true fact, as nearly as it is possible to do so, and, from the facts established, to draw the proper deductions. In this spirit I have hastened to lay before the readers of my letter the later estimate of Professor Jevons, which lies midway between my own and the popular estimates already quoted. I find nothing in it to impugn the correctness of my general conclusion, that the circulation of the United States—coin and paper—was not inadequate to the wants of the country before the war, and that the amount now in use is, therefore, excessive.

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APPENDIX C.

A statement of the indebtedness of the several States; before the war, (1861;) *at its close,* (1865;) *and at the present time,* (*December*, 1868.)

The following summary exhibits the financial condition of the several States immediately before and after the war, and at the close of the year 1868:

From official sources.

MAINE.

State debt December 31, 1860	$699,500 00
State debt December 31, 1865	5,164,500 00
State debt December 31, 1868	5,053,500 00
Showing a reduction in three years of 21.49 per cent., or	111,000 00
Amount of reduction in 1868 of 7.26 per cent., or	37,000 00

NEW HAMPSHIRE.

State debt June 1, 1861	$31,668 93
State debt June 1, 1866	4,002,070 13
State debt June 1, 1868	3,487,412 00
Showing a reduction in two years of 12.86 per cent., or	514,658 00
And a reduction in 1868 of 6.94 per cent., or	260,364 00

VERMONT.

State debt 1860-'61	None.
State debt 1865	$1,650,000 00
State debt November 1, 1868	1,168,000 00
Showing a reduction in three years of 29.21 per cent., or	482,000 00
And in 1868, 16.27 per cent. or	227,000 00

MASSACHUSETTS.

The debt of this State in 1861 consisted mainly of scrip issued to railroad corporations, and amply secured by bonds and mortgages paying interest. In addition, the State at that time possessed securities and property exceeding by more than one million of dollars in value all other obligations. Massachusetts, therefore, in 1861, had substantially no indebtedness.

The following table exhibits the apparent debt and resources of Massachusetts at the specified periods:

Date.	Aggregate debt.	Resources.	Debt unprovided for.
January 1, 1861	$7,132,627 56	$8,273,055 83	None.
January 1, 1866	23,047,873 36	14,793,008 65	$8,254,864 71
January 1, 1867	25,520,095 92	14,427,586 24	11,092,509 68
November 1, 1867	27,638,918 29	16,926,587 92	10,712,330 37
November 1, 1868	27,553,935 05	13,685,262 82	13,868,672 23

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RHODE ISLAND.

State debt in 1860–'61	None.
State debt in 1865	$4,000,000 00
State debt in November, 1868	3,140,500 00
Showing a reduction in three years of 21.23 per cent., or	859,500 00
And a reduction for the year 1868 of 13.69 per cent., or	498,500 00

CONNECTICUT.

State debt in 1860–'61	None.
State debt in July, 1865	$10,400,000 00
State debt December 1, 1868	8,135,500 00
Showing a reduction in three years of 21.77 per cent., or	2,264,500 00
And in the year 1868, 3.46 per cent., or	286,900 00

NEW YORK.

The following table shows the amount and character of the debt of this State at the periods specified:

	Sept. 30, 1860.	Sept. 30, 1865.	Sept. 30, 1867.
Canal debt	$27,107,321 48	$19,424,585 49	$15,733,060 00
General fund debt	6,505,654 37	6,050,954 37	5,642,622 22
Contingent debt	570,000 00	224,000 00	130,000 00
Bounty debt		23,989,000 00	26,862,000 00
Total	34,182,975 85	49,688,539 86	48,367,682 22
Total debt September 30, 1868			44,968,786 40
Showing a reduction in the year of			3,398,895 82

Deducting the unapplied balances of the sinking funds in the treasury, the aggregate debt is reduced to $38,864,448 74.

NEW JERSEY.

State debt December 30, 1860	$104,000 00
State debt November 30, 1865	3,018,800 00
State debt November 30, 1868	2,219,697 30
Reduction in three years 26.47 per cent., or	799,102 70

PENNSYLVANIA.

The debt of this State on the 30th of November, 1860, was	$37,964,602 02
Which, during the first year of the war, increased to	40,575,420 60
This amount, gradually reduced, was—	
April, 1865	39,368,044 49
November 30, 1867	34,776,431 22
November 30, 1868	32,799,786 34
Showing a reduction in one year of 5.65 per cent., or	1,966,644 88

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DELAWARE.

This State, which had no debt in 1860, reports an aggregate indebtedness in December, 1867, of	$1,242,000 00
State debt December, 1868, above investments	605,850 00

MARYLAND.

State debt September, 1867	$10,891,802 00
State debt September, 1868	(*)

Against this indebtedness, the State is reported to hold productive property to the extent of $8,059,487, and a sinking fund of $1,529,379 the two nearly covering the entire amount of the State debt.

OHIO.

State debt November 15, 1860	$14,250,173 00
State debt November 15, 1865	13,060,582 00
State debt November 15, 1868	10,529,675 43
Reduction in three years 19.37 per cent., or	2,530,906 57
Reduction in 1868, 4.55 per cent., or	502,271 57

INDIANA.

State debt October 31, 1861	$7,770,233 55
State debt October 31, 1864	8,687,960 55
State debt October 31, 1868	3,101,587 33
Reduction in four years 64.30 per cent., or	5,586,373 22
Reduction in 1868 22.92 per cent., or	922,234 00

MICHIGAN.

State debt January 1, 1861	$2,388,842 79
State debt November 30, 1866	3,979,921 25
State debt November 30, 1868	3,651,078 49
Reduction in two years 8.26 per cent., or	328,842 76
Reduction in 1868 6.45 per cent., or	250,164 21

ILLINOIS.

State debt November 30, 1860	$10,277,161 36
State debt December 16, 1864	11,178,564 45
State debt December 1, 1866	8,645,343 02
State debt October 15, 1868	5,988,453 53
Reduction in two years 30.73 per cent., or	2,656,889 49

* The amount of the debts of this State in 1868, although promised, has not yet been received, December 31, 1868.

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WISCONSIN.

State debt January 1, 1861	$100,000
State debt December 31, 1865	2,692,467
State debt November, 1868	2,252,000
Reduction in three years 16.21 per cent., or	440,467

Of the remaining debt the greater portion is held by the school fund of the State.

MINNESOTA.

The debt of this State in 1860 was $250,000; and in 1866, $350,000; which last amount was increased in 1867 by the contraction of a loan of $100,000 for the purpose of erecting public buildings. This aggregate of $450,000 was reduced in 1867 to $325,000, through the redemption of $125,000 by the State sinking fund.

State debt November, 1868	$300,000

IOWA.

State debt in 1860	$200,000
State debt in 1865	500,000
State debt December 31, 1868	300,000
Reduction in three years 40 per cent., or	200,000

MISSOURI.

State debt in 1860	$24,734,000
State debt in January, 1865	37,000,000
State debt December 31, 1867	26,000,000
State debt October 1, 1868	20,557,000
Reduction in four years 44.44 per cent., or	16,443,000

Deducting bonds loaned to Hannibal & St. Joseph railroad, $3,000,000, the aggregate State debt is reduced to $17,557,000.

KENTUCKY.

State debt October 10, 1861	$4,729,234
State debt October 10, 1865	5,254,346
State debt October 10, 1868	3,619,191
Reduction in 1868 21.51 per cent., or	992,008

KANSAS.

This State had a debt in 1860 of $150,000; in 1865, of $452,975; and in 1867, of $819,975. In addition to this the legislature of 1867 made provisions for the payment of claims arising from the Price raid, and the Indian expedition of 1864, amounting to about $300,000.

The State debt in 1868 is..... (*)

* The amount of the debts of this State in 1868, although promised, has not yet been received, December 31, 1868.

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NEBRASKA.

This State had a debt of about $28,000 on October 31, 1868; but as the cash then in the treasury amounted to $67,810, a considerable surplus remained.

CALIFORNIA.

State debt in 1864, $5,290,640; expended since then for war and other extraordinary purposes, $2,807,363; total funded debt December 2, 1867, $5,126,500.

State debt December 1, 1868	$4,695,500
Reduction in one year 8.4 per cent., or	431,000

GEORGIA.

State debt in 1860	*$2,670,750
State debt in 1867	6,000,000

The treasurer reports the assets of the State over all liabilities, $5,751,965.

LOUISIANA.

State debt in 1860	*$10,023,903
State debt in 1868	13,566,236

This amount includes $1,174,500 worth of State bonds held by the trust fund of the State, thus reducing the State indebtedness to $12,391,736.

MISSISSIPPI.

State debt in 1860	None.
State debt in 1868, about	$200,000

ARKANSAS.

State debt in 1860	*$3,092,622
State debt in 1868, about	4,577,081

TENNESSEE.

State debt in 1860	*$16,643,666
State debt in 1868	36,000,000

From unofficial sources.

States.	Indebtedness in 1860.	Indebtedness 1866-'67.
Virginia	$33,248,141	$45,119,741
North Carolina	9,129,505	11,433,000
South Carolina	3,691,574	8,378,255
Florida	383,000	638,863
Alabama	5,048,000	6,304,972
Texas	.....	2,320,360
Oregon†	55,372	218,574

* Obtained from unofficial sources.

† Funded debt of Oregon, September, 1868, reported by secretary of state, $176,156 50.

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APPENDIX D.

TABLES

SHOWING

THE COMPARATIVE COST OF PROVISIONS, GROCERIES, DOMESTIC DRY GOODS, HOUSE RENT, ETC., IN THE MANUFACTURING TOWNS OF THE UNITED STATES IN THE RESPECTIVE YEARS 1860-'61 AND 1867-'68;

ALSO

THE AVERAGE WEEKLY WAGES AND EXPENDITURES OF THE FAMILIES OF WORKMEN IN THE YEAR 1867-'68, AS COMPARED WITH THOSE OF 1860-'61.

PREPARED, FOR THE

SPECIAL COMMISSIONER OF THE REVENUE,

BY EDWARD YOUNG.

NOTE.—In this Appendix, as well as in the report and other appendices, where British, French, or Belgian prices have been compared with those of the United States, the British shilling has been computed at twenty-five cents, and the French franc at twenty-cents. In reducing currency to gold the average rate of 140 per cent. has been adopted.

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Table showing the average retail prices of provisions, groceries, and other leading articles of consumption; also prices of board and house rent in the manufacturing towns of the following States, and of the general average in the United States, in the years 1860–'61 *and* 1867–'68, *with the percentage of increase of prices in the latter over the former year.*

Articles.	Maine.		Percentage of increase.	New Hampshire and Vermont.		Percentage of increase.	Massachusetts.		Percentage of increase.	Rhode Island.		Percentage of increase.	Connecticut.		Percentage of increase.
	1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.	
PROVISIONS.															
Flour, wheat, (superfine).....per barrel	$6 87	$14 17	106	$7 50	$15 00	100	$7 84	$15 48	97	$8 10	$16 15	99	$8 32	$15 83	90
Do.....do .....per pound	3.5	7.5	114	3.6	7.7	114	4.9	8.6	76	4.5	9	100	4.64	8.25	76
Flour, rye.....per barrel	4 00	7 00	75	4 25	8 00	88	4 62	7 82	69	3 00	4 57	52	5 25	10 13	93
Corn meal.....do....	3 00	4 75	58	3 76	5 47	45	3 52	5 63	60	2 38	4 25	78	2 95	5 53	87
Beef, fresh, roasting pieces....per pound.	9	19	111	10	19	90	11.6	24.1	108	13	25	92	12.81	24.38	90
soup pieces .....do....	5	9.5	90	4	8	100	4.3	7.8	63	6	10	67	5.67	10	76
rump steaks.....do....	11.5	28	143	12.5	23.5	88	13.4	27.3	104	14	28	100	12.06	24.50	103
corned.....do....	7	17	143	7	13.25	89	7.7	15.36	100	10	17.5	75	8.78	16.22	85
Veal, fore quarters.....do....	5.5	12	118	4.5	11.5	55	8.3	15.9	92	10.5	16	52	8.50	16.88	98
hind quarters .....do....	7	13.25	89	6.25	14.75	136	10.05	18.8	87	12.5	20	60	11	20.67	88
cutlets .....do....	9	15.5	72	11	18.25	66	11.9	23.11	93	16	23	44	13.43	26.57	98
Mutton, fore quarters.....do....	5.5	12.5	127	5.75	12.25	113	8.33	16.11	93	10	16.5	65	9.81	18.22	86
legs .....do....	7	16	129	8.25	16.50	100	11.78	22.33	90	12	20	67	13.43	23.57	75
chops ..... do....	8	14	75	11	16.5	50	11.2	20.4	82	12.5	22	76	12.71	24.71	94
Pork, fresh .....do....	8	14.5	81	7	12.5	78	9.8	18.6	90	13	19	46	10.28	18.22	77
corned or salted.....do....	11	19	72	11	18	64	11.75	18.9	61	11.25	17	51	11.77	18.44	57
bacon .....do....	12	19	58	8	14.25	78	10.25	19	85	10	16	60	11.50	19.67	71
hams, smoked.....do....	12	21	75	10.5	17.5	60	12.15	22.3	83	13	22	69	13.83	23.89	73
shoulders .....do....	9	15	67	7.20	15.40	114	9.88	15.81	60	10	17	70	11.31	20	77
sausages.....do....	11	21	91	11	20	82	11.15	17.8	59	12	18	50	13	22.43	72
Lard .....do....	12	17	42	12.5	17.5	40	12.23	18.64	52	12	16	33	13.33	18.78	42
Codfish, dry .....do....	4	7.5	87	5	10	100	4.55	8.33	84	4.5	8.5	89	4.78	8.56	79
Mackerel, pickled.....do....	7	13	86	7	13.30	90	8.86	14.41	62	7	14	100	9.06	13.88	53
Butter.....do....	16.67	33.33	100	17.5	29	66	21.27	35.13	81	20.5	38.5	88	19.89	40	101
Cheese .....do....	10.25	19.5	90	10	15.5	55	11.41	18.55	62	11.5	19	65	11.83	19.22	62
Potatoes.....per bushel.	40	80	100	31.5	65	106	53.55	97.45	81	64	98	53	55	95	73
Rice .....per pound.	6.25	14	124	5.75	13	126	6.33	13.33	114	6.5	13	100	6.44	14.22	121
Beans .....per quart.	6	14.5	142	7	14	100	7.67	13.89	81	8	14	75	7.14	12.79	79
Milk .....do....	4.25	7	65	4	6.5	62	4.77	7.27	52	5	6	20	4.75	7.67	62
GROCERIES, ETC.															
Tea, Oolong or other good black per pound	75	1 20	60	50	1 25	150	56.45	1 33.17	136	62	1 18	90	70	1 35.78	94
Coffee, Rio, green .....do....	14.5	32.5	159	14.5	30.5	110	14	34.10	143	17	37.5	120	16.77	39.38	135
roasted .....do....	16	33.5	109	17.5	35	100	18.28	41.67	127	20	45	125	20.5	42.5	105
Sugar, good brown .....do....	8.5	14.5	72	8.25	14.5	76	8.82	14.73	67	9	14	55	8.56	14.56	70

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yellow C.....do....	9	16	78	8.75	15.25	94	8.70	15.20	75	9.5	15	58	9.75	16.56	70
Molasses, New Orleans.....per gallon.	42	1 00	138	50	85	70	50.20	99.50	98	47	1 09	132	51.50	92.50	80
Porto Rico.....do....	35	68	94	43.5	83.5	92	42.36	88.18	108	41	90	119	52.50	83.50	59
Sirup.....do....	53	87.5	59	62.5	1 22	95	76.36	1 36.82	79	83	1 50	81	1 01.25	1 65	63
Soap, common.....per pound.	8.5	14.25	68	8.5	12.75	50	7.86	13.05	66	8	11	62	8.78	13.61	55
Starch.....do....	10	16.25	60	9	14.31	59	10.36	14.80	43	9	14	56	11.31	16.13	42
Fuel, coal.....per ton.	8 33	9 50	11	5 00	11 00	122	6 63	9 16	37	5 50	7 50	36	6 61	9 05	37
wood, hard.....per cord.	4 31	6 25	45	3 20	5 60	75	5 89	8 50	44	5 50	9 20	67	3 64	5 56	53
pine.....do....	2 37½	4 00	68	1 75	3 33	90	3 89	6 00	54	3 50	6 00	71	3 17	4 75	50
Oil, coal.....per gallon.	83	72.5	(*)	90	72	(*)	77.63	62.56	(*)	95	65	(*)	78.33	67	(*)
DOMESTIC DRY GOODS, ETC.															
Shirtings, brown, 4-4 stand'd qual..p. yard.	8.5	18	112	9	19	111	9.80	18.70	91	10	19	90	9.15	20.56	125
bleach, 4-4 stand'd qual...do....	10	20.5	105	12	23	92	12.46	23	78	11.25	23.5	109	11.92	22.83	92
Sheetings, brown, 9-8 stand'd qual..do....	10	21	110	10	19.25	92	11.55	20.20	75	10.5	22	109	11.57	23	99
bleached, 9-8 stand'd qual.do....	12	26	117	13	23.25	79	14.75	26.10	77	13	27	108	13.30	28.8	116
Cotton flannel, "Hamilton," (or similar quality).....do....	14	31.5	125	13	25	92	13.27	27.36	106	13	25	92	13.21	27.14	105
Tickings, good quality.....do....	20.5	36.5	78	16	36.5	128	18.05	40.60	125	17	40	135	17.59	35.62	102
Prints, Merrimac.....do....	12	18	50	10.5	18.25	74	11.73	17.17	46	11	16.25	48	12.28	21.89	78
Mouseline de Laines, (domestic)....do....	16	25	56	18.20	26.50	46	19.82	24.45	23	16	24	50	19.69	25.75	31
Crash, (domestic).....do....	9	18	100	10.75	18.75	74	10.50	15.92	52	8.25	15	82	9.81	17.67	80
Satinets, medium quality.....do....	50	67.5	35	55	78.75	43	56.32	78.14	39	50	70	40	68.33	97.92	43
Boots, men's heavy.....per pair.	3 42	5 00	46	2 85	4 75	67	3 20	5 02	57	2 90	5 31	83	3 53	5 50	56
HOUSE RENT.															
Four-roomed tenements.....per month.	3 25	5 67	74	2 42	3 68	52	5 86	10 28	75	5 93	9 63	62	4 04	5 77	43
Six-roomed tenements.....do....	4 67	8 17	75	3 17	5 75	81	6 54	10 14	55	9 11	11 69	28	4 56	6 81	49
BOARD.															
For men.....per week.	2 50	4 33	73	2 00	3 28	64	2 59	4 25	64	2 70	4 90	81	2 78	4 42	59
For women.....do....	1 67	3 16	89	1 40	2 69	92	1 67	2 96	77	1 94	3 37.5	74	2 04	3 46	69

* Decrease.

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Table showing the average retail prices of provisions, groceries, and other leading articles of consumption; also prices of board and house rent in the manufacturing towns of the following States, and of the general average in the United States, in the years 1860–'61 *and* 1867–'68, *with the percentage of increase of prices in the latter over the former year.*

Articles.	Maine.		Percentage of increase.	New Hampshire and Vermont.		Percentage of increase.	Massachusetts.		Percentage of increase.	Rhode Island.		Percentage of increase.	Connecticut.		Percentage of increase.
	1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.	
PROVISIONS.															
Flour, wheat, (superfine)....per barrel	$6 87	$14 17	106	$7 50	$15 00	100	$7 84	$15 48	97	$8 10	$16 15	99	$8 32	$15 83	90
Do.....do.....per pound.	3.5	7.5	114	3.6	7.7	114	4.9	8.6	76	4.5	9	100	4.64	8.25	76
Flour, rye.....per barrel	4 00	7 00	75	4 25	8 00	88	4 62	7 82	69	3 00	4 57	52	5 25	10 13	93
Corn meal.....do....	3 00	4 75	58	3 76	5 47	45	3 52	5 63	60	2 38	4 25	78	2 95	5 53	87
Beef, fresh, roasting pieces....per pound.	9	19	111	10	19	90	11.6	24.1	108	13	25	92	12.81	24.38	90
soup pieces.....do....	5	9.5	90	4	8	100	4.3	7.8	63	6	10	67	5.67	10	76
rump steaks.....do....	11.5	28	143	12.5	23.5	88	13.4	27.3	104	14	28	100	12.06	24.50	103
corned.....do....	7	17	143	7	13.25	89	7.7	15.36	100	10	17.5	75	8.78	16.22	85
Veal, fore quarters.....do....	5.5	12	118	4.5	11.5	55	8.3	15.9	92	10.5	16	52	8.50	16.88	98
hind quarters.....do....	7	13.25	89	6.25	14.75	136	10.05	18.8	87	12.5	20	60	11	20.67	88
cutlets.....do....	9	15.5	72	11	18.25	66	11.9	23.11	93	16	23	44	13.43	26.57	98
Mutton, fore quarters.....do....	5.5	12.5	127	5.75	12.25	113	8.33	16.11	93	10	16.5	65	9.81	18.22	86
legs.....do....	7	16	129	8.25	16.50	100	11.78	22.33	90	12	20	67	13.43	23.57	75
chops.....do....	8	14	75	11	16.5	50	11.2	20.4	82	12.5	22	76	12.71	24.71	94
Pork, fresh.....do....	8	14.5	81	7	12.5	78	9.8	18.6	90	13	19	46	10.28	18.22	77
corned or salted.....do....	11	19	72	11	18	64	11.75	18.9	61	11.25	17	51	11.77	18.44	57
bacon.....do....	12	19	58	8	14.25	78	10.25	19	85	10	16	60	11.50	19.67	71
hams, smoked.....do....	12	21	75	10.5	17.5	60	12.15	22.3	83	13	22	69	13.83	23.89	73
shoulders.....do....	9	15	67	7.20	15.40	114	9.88	15.81	60	10	17	70	11.31	20	77
sausages.....do....	11	21	91	11	20	82	11.15	17.8	59	12	18	50	13	22.43	72
Lard.....do....	12	17	42	12.5	17.5	40	12.23	18.64	52	12	16	33	13.33	18.78	42
Codfish, dry.....do....	4	7.5	87	5	10	100	4.55	8.33	84	4.5	8.5	89	4.78	8.56	79
Mackerel, pickled.....do....	7	13	86	7	13.30	90	8.86	14.41	62	7	14	100	9.06	13.88	53
Butter.....do....	16.67	33.33	100	17.5	29	66	21.27	35.13	81	20.5	38.5	88	19.89	40	101
Cheese.....do....	10.25	19.5	90	10	15.5	55	11.41	18.55	62	11.5	19	65	11.83	19.22	62
Potatoes.....per bushel.	40	80	100	31.5	65	106	53.55	97.45	81	64	98	53	55	95	73
Rice.....per pound.	6.25	14	124	5.75	13	126	6.33	13.33	114	6.5	13	100	6.44	14.22	121
Beans.....per quart.	6	14.5	142	7	14	100	7.67	13.89	81	8	14	75	7.14	12.79	79
Milk.....do....	4.25	7	65	4	6.5	62	4.77	7.27	52	5	6	20	4.75	7.67	62
GROCERIES, ETC.															
Tea, Oolong or other good black per pound	75	1 20	60	50	1 25	150	56.45	1 33.17	136	62	1 18	90	70	1 35.78	94
Coffee, Rio, green.....do....	14.5	32.5	150	14.5	30.5	110	14	34.10	143	17	37.5	120	16.75	39.38	135
roasted.....do....	16	33.5	109	17.5	35	100	19.28	41.67	127	20	45	125	20.75	42.5	105
Sugar, good brown.....do....	8.5	14.5	72	8.25	14.5	76	8.82	14.73	67	9	14	55	8.56	14.50	70

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yellow C.....do....	9	16	78	8.75	15.25	94	8.70	15.20	75	9.5	15	58	9.75	16.56	70
Molasses, New Orleans.....per gallon.	42	1 00	138	50	85	70	50.20	99.50	98	47	1 09	132	51.50	99.50	92
Porto Rico.....do....	35	68	94	43.5	83.5	92	42.36	88.18	108	41	90	119	52.50	83.50	89
Sirup.....do....	53	87.5	59	62.5	1 22	95	76.36	1 36.82	70	83	1 50	81	1 01.25	1 65	63
Soap, common.....per pound.	8.5	14.25	68	8.5	12.75	50	7.86	13.05	66	8	11	69	8.76	13.61	55
Starch.....do....	10	16.25	60	9	14.31	59	10.36	14.80	43	9	14	56	11.31	16.13	42
Fuel, coal.....per ton.	8 33	9 50	11	5 00	11 00	122	6 63	9 16	37	5 50	7 50	36	6 61	9 05	37
wood, hard.....per cord.	4 31	6 25	45	3 20	5 60	75	5 89	8 50	44	5 50	9 20	67	3 64	5 56	53
pine.....do....	2 37½	4 00	68	1 75	3 33	90	3 89	6 00	54	3 50	6 00	71	3 17	4 75	50
Oil, coal.....per gallon.	83	72.5	(*)	90	72	(*)	77.63	62.56	(*)	95	65	(*)	78.33	97	(*)
DOMESTIC DRY GOODS, ETC.															
Shirtings, brown, 4-4 stand'd qual..p. yard.	8.5	18	112	9	19	111	9.80	18.70	91	10	19	90	9.15	20.56	125
bleach, 4-4 stand'd qual...do....	10	20.5	105	12	23	92	12.46	23	78	11.25	23.5	109	11.92	22.83	92
Sheetings, brown, 9-8 stand'd qual..do....	10	21	110	10	19.25	92	11.55	20.20	75	10.5	22	109	11.57	23	99
bleached, 9-8 stand'd qual.do....	12	26	117	13	23.25	79	14.75	26.10	77	13	27	108	13.30	28.8	116
Cotton flannel, "Hamilton," (or similar quality).....do....	14	31.5	125	13	25	92	13.27	27.36	106	13	25	92	13.21	27.14	105
Tickings, good quality.....do....	20.5	36.5	78	16	36.5	128	18.05	40.60	125	17	40	135	17.59	35.62	102
Prints, Merrimac.....do....	12	18	50	10.5	18.25	74	11.73	17.17	46	11	16.25	48	12.28	21.89	78
Mouseline de Laines, (domestic)....do....	16	25	56	18.20	26.50	46	19.82	24.45	23	16	24	50	19.69	25.75	31
Crash, (domestic).....do....	9	18	100	10.75	18.75	74	10.50	15.92	52	8.25	15	82	9.81	17.67	80
Satinets, medium quality.....do....	50	67.5	35	55	78.75	43	56.32	78.14	39	50	70	40	68.33	97.92	43
Boots, men's heavy.....per pair.	3 42	5 00	46	2 85	4 75	67	3 20	5 02	57	2 90	5 31	83	3 53	5 50	56
HOUSE RENT.															
Four-roomed tenements.....per month.	3 25	5 67	74	2 42	3 68	52	5 86	10 28	75	5 93	9 63	62	4 04	5 77	43
Six-roomed tenements.....do....	4 67	8 17	75	3 17	5 75	81	6 54	10 14	55	9 11	11 69	28	4 56	6 81	49
BOARD.															
For men.....per week.	2 50	4 33	73	2 00	3 28	64	2 59	4 25	64	2 70	4 90	81	2 78	4 42	59
For women.....do....	1 67	3 16	89	1 40	2 69	92	1 67	2 96	77	1 94	3 37.5	74	2 04	3 46	69

* Decrease.

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Table showing the average retail prices of provisions, groceries, and other leading articles of consumption, &c.—Continued.

Articles.	New York.		Percentage of increase.	Pennsylvania.		Percentage of increase.	New Jersey.		Percentage of increase.	Delaware.		Percentage of increase.	General average.		Percentage of increase.	Prices in 1867 reduced to gold value.†
	1860–'61.	1867–'68.		1860–'61.	1867–'68.		1860–'61.	1867–'68.		1863–'61.	1867–'68.		1860–'61.	1867–'68.		
PROVISIONS.																
Flour, wheat, (superfine) ..... per barrel.	$7 02	$13 32	90	$7 00	$13 30	90	$7 83	$15 00	91	$6 83	$12 67	85	$7 48	$14 55	94.53	$10 39
Do.....do ..... per pound.	3.86	7.03	82	3.5	7	100	4.17	8.33	100	3.25	6	85	3.99	7.71	93.21	5.51
Flour, rye .....per barrel.	4 86	9 00	85	4 15	9 00	117	6 25	9 50	52	4 50	8 00	78	4 44	8 11	78.62	5.79
Corn meal.....do....	2 94	5 47	86	3 19	5 50	72	2 50	5 14	106	3 94	6 25	59	3 13	5 33	70.3	3 81
Beef, fresh, roasting pieces.....per pound.	10.25	20.5	100	12	22	83	12	25	108	12.5	25	100	11.46	22.66	97.73	16.19
soup pieces .....do....	5.25	10.33	98	7.3	13.9	90	7	15	114	7.5	15	100	5.78	11.06	91.33	7.9
rump steaks .....do....	10.33	20.10	94	12	21.5	79	12	25	108	12.5	22	76	12.25	24.4	99.38	17.5
corned .....do....	7.67	14.22	85	8	16	100	10	19	90	10	15	50	8.46	15.95	109.6	11.4
Veal, fore quarters .....do....	7.25	14.11	95	8	15	87	9	14	55	11	15.5	41	8.06	14.54	80.41	10.4
hind quarters.....do....	9.14	17.38	90	9.5	18.5	95	12	24	100	15	19	27	10.27	18.48	89.95	13.2
cutlets.....do....	11.43	22	92	12.5	20	75	13	26	100	18	25	39	12.92	22.16	71.54	15.83
Mutton, fore quarters .....do....	8.8	11.75	34	7	13.5	93	8	15	87	9	15.5	72	8.02	14.59	81.92	10.42
legs.....do....	9.63	16.67	73	9	18	100	11	19	72	10.5	19	81	10.29	19.01	84.75	13.58
chops .....do....	10.14	18	77	10	19.5	95	12	22	83	15	21	40	11.39	19.79	73.69	14.14
Pork, fresh.....do....	9.75	15.11	55	9	18	100	9	17	89	10	18.25	82	9.54	16.79	76.10	12
corned or salted.... .....do....	10.25	16	56	8.5	17	100	9	16	78	9	18	100	10.39	17.59	69.31	12.56
bacon .....do....	10.75	17.5	64	10.5	18	71	11	18.75	70	8.5	16.5	94	10.28	17.63	71.53	12.6
hams, smoked.....do....	11.25	20.17	79	12.5	25	100	12.5	25	100	13.5	23	63	12.36	22.21	79.69	15.86
shoulders .....do....	9	16.5	87	8.75	17.5	100	10	18	80	10	18.5	85	9.46	17.08	80.54	12.20
sausages ....do....	11	18.33	66	11.25	22	95	11.5	18	56	12.5	19	50	11.6	19.67	69.6	14.05
Lard .....do....	12	18.36	52	12	17	42	10	18	80	13.5	19	70	12.17	17.88	46.84	12.72
Codfish, dry.....do....	5	9	80	4.5	8.1	80	5.75	10.5	83	5.75	8	39	4.87	8.73	79.31	6.24
Mackerel, pickled ....do....	9.18	13.45	47	9	12.5	39	7	15.75	125	8	12	50	8.01	13.59	69.51	9.71
Butter .....do....	18	35	94	22	41	86	18	42	133	23.5	45	91	19.7	37.73	91.48	26.95
Cheese .....do....	10.7	17.7	65	12	21	75	10	23	130	14.75	23	56	11 38	19.61	72.27	14
Potatoes.....per bushel.	46	90	96	65	1 19	83	60	1 34	123	83	1 12	35	55.34	98.94	78.79	70.67
Rice.....per pound.	6	13.27	110	6.25	12.5	100	5	14	180	6.25	12.5	100	6.09	13.31	118.73	9.51
Beans.....per quart.	6.36	11.18	76	6.5	13	100	6	15	150	8	12	50	6.96	13.37	92.05	9.55
Milk .....do....	4.25	7.50	76	5	8	60	4.5	9.5	111	5.25	8	52	4.64	7.49	61.45	5.35
GROCERIES, ETC.																
Tea, Oolong or other good black .per pound.	63	1 44	128	75	1 50	100	75	1 50	100	83	1 38	66	67.72	1 34.88	99.19	96.34
Coffee, Rio, green .....do....	15.4	32.7	112	15	30	100	15.5	31	121	13.5	31	130	14.96	33.19	121.82	23.71
roasted.....do....	20	40.44	102	18.75	37.5	100	17.5	40.5	131	15.5	32	106	18.28	38.67	111.74	27.62
Sugar, good brown .....do....	8.20	14.10	72	8.5	15	88	7.5	15.5	107	7.75	15	94	8.34	14.65	75.67	10.46
yellow C .....do....	9.50	16.20	70	9.5	16	68	8	16	100	8.5	16	88	9.02	15.89	75 13	11.39
Molasses, New Orleans .....per gallon.	48	1 00	108	57	1 16	103	54	1 25	131	48	93	94	49.74	1 02.22	105.49	73.02
Porto Rico.....do....	45.54	93.63	105	45	91	102	42	92	119	50	90	80	44.1	88 87	115.14	63.48

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Syrup	do	63	1 52. 4	91	64	1 92	91	61	1 20	111	69	1 07	79	9. 20	1 15. 75	65. 85		82. 68
Soap, common	per pound	8. 63	12. 36	43	6	13	100	6. 5	12. 5	92	8	13	62	7. 86	12. 72	61. 82		9. 09
Starch	do	10. 73	14. 63	39	10	14	40	9. 5	15	58	9. 25	15	62	9 91	14. 9	50. 39		10. 64
Fuel, coal	per ton	5 69	7 48. 33	34	2 80	5 05	80	4 19	6 62	58	5 50	7 67	39	5 58	8 11	45. 53	5 85	
wood, hard	per cord	4 50	6 94	54	4 00	6 00	50	4 25	8 50	100	4 83	7 67	59	4 44	7 14	60. 87	5 10	
pine	do	3 41	5 25	55	3 62	5 43	50	3 50	6 00	71	3 83	7 00	83	3 23	5 31	64. 44	3 78	
Oil, coal	per gallon	87. 5	62. 5	(*)	90	65	(*)	90	60	(*)	92	52	(*)	87. 05	64. 28	* 35	45. 92	
DOMESTIC DRY GOODS, ETC.																		
Shirtings, brown, 4-4 standard qual.	p. yard	9. 63	20	107	11	20. 25	84	9. 5	20	110	10	19	90	9. 62	19. 39	101. 56	13. 85	
bleached, 4-4 standard qual.	do	13	25	94	12	24	100	10	22	120	13. 5	26	92	11. 79	23. 31	97. 71	16. 65	
Sheetings, brown, 9-8 standard qual.	do	10. 25	22	115	12. 5	25	100	11	29	164	13	27	108	11. 15	23. 16	107. 68	16. 54	
bleached, 9-8 stand'd qual.	do	12	24	100	13. 5	27	100	13. 5	30	122	17	29	70	13. 56	26. 79	97. 59	19. 14	
Cotton flannel, "Hamilton," (or similar quality)	do	13. 33	31. 8	138	13	26	100	13	29	123	12. 5	30	140	13. 14	28. 09	113 68	20. 06	
Tickings, good quality	do	19. 50	37	90	25	45	80	17	39	129	16. 5	43. 75	159	18. 57	39. 33	111. 78	28. 1	
Prints, Merrimac	do	11. 3	18	60	12	18	50	11. 5	18. 75	63	12	19	58	11. 59	18. 37	58. 48	13. 12	
Mouseline de Laines, (domestic)	do	18. 5	25. 3	36	18	25	39	19	25	32	17	27	59	12. 02	25. 31	40. 56	18. 10	
Crash, (domestic)	do	11. 33	18. 75	67	10	17	70	13. 5	21	68	10	18	80	10. 24	17. 79	73. 75	12. 71	
Satinet, medium quality	do	61. 20	98	60	57	95	67	55	88	60	55	90	64	56. 43	84. 81	50. 30	60. 58	
Boots, men's heavy	per pair	3 47	5 05	46	3 35	5 13	53	3 25	5 75	77	3 75	6 25	67	3 30	5 31	60. 61	3 79	
HOUSE RENT.																		
Four-roomed tenements	per month	4 20	6 85	51	5 60	9 60	71	4 67	10 00	114	4 00	5 00	25	4 44	7 39	66. 31	5 28	
Six-roomed tenements	do	5 78	9 37	62	8 00	15 20	90	7 17	15 00	109	5 17	6 33	22	6 02	9 83	63. 32	7 02	
BOARD.																		
For men	per week	3 15	4 75	51	3 00	5 25	75	3 25	6 50	100	2 75	4 50	64	2 75	4 69	70. 63	3 85	
For women	do	2 53	4 60	58	2 00	4 00	100	1 75	3 75	114	1 75	3 00	71	1 86	3 38	81. 47	2 41	

* Decrease.

† Calculated at $1 40.

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Table showing the comparative average weekly expenditures of families in the manufacturing towns of the United States in the respective years 1860–'61 *and* 1867–'68.

Articles.	Average expenditures of families, consisting of—																General average.		Percentage of increase.
	Parents and 1 child.		Three adults.		Parents and 2 children.		Parents and 3 children.		Parents and 4 children.		Parents and 5 children.		Parents and 6 children.		Parents and 7 children.				
	1867.	1860.	1867.	1860.	1867.	1860.	1867.	1860.	1867.	1860.	1867.	1860.	1867.	1860.	1867.	1860.	1867.	1860.	
Flour and bread	$1 09	$0 56	$0 78	$0 41	$1 43	$0 73	$1 32	$0 70	$2 79	$1 46	$2 25	$1 18	$2 00	$1 00	$4 27	$2 25	$1 99	$1 03½	92.
Meat of all kinds	1 50	81	1 02	52	1 94	1 00	2 83	1 60	2 56	1 35	3 17	1 66	2 90	1 53	3 79	2 00	2 46	1 31	88.
Butter	66	34	46	25	82	45	1 10	57	1 38	73	1 31	70	87	53	2 35	1 32	1 12	61	82.
Cheese	16	09	12	07	19	11	34	20	34	19	33	19	.....	.....	55	33	26	15	75.
Sugar and molasses	73	41	47	27	87	50	1 09	62	1 08	61	1 18	65	70	40	1 99	1 08	1 01	57	79.
Tea	26	13	22	11	26	12	41	21	51	25	63	32	70	35	67	34	46	23	100.
Coffee	20	10	09	04	21	10	39	19	34	17	35	17	15	07	30	15	25	12	105.
Soap and starch	21	13	11	06	20	12	40	26	32	18	28	15	30	18	46	27	29	17	79.
Lard	26	18	17	11	27	17	33	23	26	18	23	16	48	35	64	40	33	22	50.
Milk	40	25	34	22	54	35	47	28	41	25	44	28	42	26	67	42	46	29	59.
Eggs	20	12	11	06	27	16	40	24	31	19	32	19	.....	.....	85	48	31	18	71.
Salt and spices	09	05	08	05	10	06	17	09	18	10	14	08	15	09	37	20	16	09	77.
Potatoes and other vegetables	57	32	32	19	65	36	97	50	90	49	96	54	90	45	1 40	80	83	45	83.
Fruits, fresh and dried	06	04	34	19	40	23	48	30	63	40	38	24	.....	.....	58	37	36	22	62.
Fuel—coal, wood, &c	77	50	1 09	75	1 01	70	94	63	1 13	71	79	47	40	23	1 13	70	91	59	54.
Oil or other light	30	41	15	18	18	24	20	27	30	40	14	18	20	25	30	40	22	29	*24.
Other articles of consumption	35	19	48	26	99	52	80	42	1 22	64	52	28	.....	.....	1 50	79	73	39	89.
House rent	2 43	1 47	2 00	1 33	1 93	1 16	2 38	1 46	3 14	1 75	1 81	95	1 50	1 00	1 96	1 09	2 14	1 27½	68.
Total for groceries, provisions, &c	10 24	6 10	8 35	5 07	12 26	7 08	15 02	8 77	17 79	10 07	15 23	8 39	11 67	6 69	23 78	13 39	14 29	8 19	74. 40
Balance for clothing, housekeeping goods, &c	6 76	3 86	9 17	5 24	6 49	3 71	4 48	2 56	5 54	3 11	1 88	1 07	1 83	98	1 22	70	4 67	2 66	76. 12
Weekly wages	17 00	12 17	17 52	12 00	18 75	11 50	19 50	12 41	23 33	14 15	17 11	10 37	13 50	9 50	25 00	15 17	18 96	12 16	55. 92
Surplus in 1861	.....	2 21	.....	1 69	.....	71	.....	1 08	.....	97	.....	91	.....	1 83	.....	1 08	.....	1 31	.....

* Decrease.

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Table showing the average weekly expenditures of families in the manufacturing towns of the United States in the year 1867–'68.

Articles.	Average expenditures of families consisting of—								
	Parents and one child.	Three adults.	Parents and two children.	Parents and three children.	Parents and four children.	Parents and five children.	Parents and six children.	Parents and seven children.	General average.
Bread and flour	$1 09	$0 78	$1 43	$1 32	$2 79	$2 25	$2 00	$4 27	$1 99
Meat, fresh and salted	1 50	1 02	1 94	2 83	2 56	3 17	2 90	3 79	2 46
Butter	66	46	82	1 10	1 38	1 31	87	2 35	1 12
Cheese	16	12	19	34	33	33	.....	55	26
Sugar and molasses	73	47	87	1 09	1 08	1 18	70	1 99	1 01
Tea	26	22	26	41	51	63	70	67	46
Coffee	20	09	21	39	34	35	15	30	25
Soap and starch	21	11	20	40	32	28	30	46	29
Lard	26	17	27	33	26	23	48	64	33
Milk	40	34	54	47	41	44	42	67	46
Eggs	20	11	27	40	31	32	.....	85	31
Salt and spices	09	08	10	17	18	14	15	37	16
Potatoes and other vegetables	57	32	65	97	90	96	90	1 40	83
Fruits, fresh and dried	06	34	40	48	63	38	.....	58	36
Fuel—coal, wood, &c	77	1 09	1 01	94	1 13	79	40	1 13	91
Oil or other light	30	15	18	20	30	14	20	30	22
Other articles	35	48	99	80	1 22	52	.....	1 50	73
House rent	2 43	2 00	1 93	2 38	3 14	1 81	1 50	1 96	2 14
Total for provisions, &c	10 24	8 35	12 26	15 02	17 79	15 23	11 67	23 78	14 29
Weekly wages	17 00	17 52	18 75	19 50	23 33	17 11	13 50	25 00	18 96
Surplus for clothing, housekeeping articles, &c	6 76	9 17	6 49	4 48	5 54	1 88	1 83	1 22	4 67

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A comparative table, showing the weekly expenses of families of workmen in the United States in 1867, *and in Belgium in* 1853.

Articles.	Families consisting of—			
	Two adults and 3 children.		Two adults and 4 children.	
	Unit'd States.	Belgium*.	Unit'd States.	Belgium*.
Bread and flour	$1 32	$1 13	$2 79	$1 27
Meat, fresh and salted	2 83	.....	2 56	.....
Butter and lard	1 43	27	1 64	64½
Cheese	34	.....	33	.....
Sugar, molasses, spices, vinegar, &c.	1 26	16	1 26	8½
Tea	41	.....	51	.....
Coffee and chicory	39	17½	34	15
Soap and starch	40	5½	32	9
Milk	47	8	41	10
Eggs	40	.....	31	.....
Potatoes and other vegetables	97	67½	90	63
Fruits, fresh and dried	48	.....	63	.....
Fuel	94	27	1 13	27
Oil or other light	20	.....	30	.....
Other articles	80	57	1 22	28
House rent	2 38	40½	3 14	34½
Total, except clothing	15 02	†3 79	17 79	†3 86
Add 20 per cent. for advance in prices since 1853	.....	76	.....	77
	.....	4 55	.....	4 63
Increased cost in United States	.....	10 47	.....	13 16
	15 02	15 02	17 79	17 79

* In United States currency, the franc computed at 27 cents.

† These were the expenses in 1853. Since that period provisions have advanced in price from 10 to 20 per cent.

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APPENDIX E.

TABLES

SHOWING

THE AVERAGE WEEKLY WAGES OR EARNINGS OF WORKMEN EMPLOYED IN THE MANUFACTURING ESTABLISHMENTS OF THE UNITED STATES IN THE RESPECTIVE YEARS 1860-'61 AND 1867-'68, WITH THE PERCENTAGE OF ADVANCE IN THE LATTER YEAR;

ALSO

THE AVERAGE WAGES PAID TO WORKMEN IN SIMILAR ESTABLISHMENTS IN GREAT BRITAIN, WITH THE PERCENTAGE OF EXCESS IN THE RATES PAID IN THE UNITED STATES OVER THOSE IN EUROPE.

PREPARED, FOR THE

SPECIAL COMMISSIONER OF THE REVENUE,

BY EDWARD YOUNG.

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COTTON MILLS.

Table showing the average rates of wages paid to persons employed in the cotton mills of the United States in the respective years 1860–'61, *and* 1867; *also the percentage of increase in the latter year.*

Occupation.	AVERAGE RATES OF WAGES OR EARNINGS PER WEEK.								Percentage of increase.
	In Massachusetts		In New England.		In Middle States.		Average in the United States.		
	In 1860–'61.	In 1867.	In 1860–'61.	In 1867.	In 1860–'61.	In 1867.	In 1860–'61.	In 1867.	
CARDING.									
Overseer	$17 18	$20 00	$12 90	$17 61	$9 58	$16 30	$12 66	$17 60	39
Second hand	9 18	13 33	7 36	11 25	6 26	10 55	7 23	11 14	54
Picker tenders	5 00	7 42	4 77	8 22	4 78	8 84	5 13	8 18	59
Railway tenders	2 83	4 70	2 80	4 51	3 67	5 75	2 83	4 61	63
Drawing-frame tenders	2 87	5 02	3 00	5 00	2 81	4 16	2 93	4 82	64
Speeder tenders	3 61	6 26	3 54	5 96	3 07	5 16	3 54	5 81	64
Picker boy	.....	.....	.....	.....	2 92	4 50	2 92	4 50	54
Grinders	5 78	9 80	5 85	9 37	.....	.....	5 85	9 37	60
Strippers	5 17	7 18	4 54	7 86	5 12	7 50	4 74	7 41	56
SPINNING.									
Overseer	16 65	20 60	11 88	16 98	9 80	16 72	11 71	16 90	44
Second hand	8 85	13 21	6 93	10 90	5 55	10 04	6 46	10 27	59
Mule spinners	5 93	11 16	6 10	10 18	6 25	11 18	5 60	10 14	74
Mule backside piecers	1 64	3 17	1 83	3 14	1 72	3 46	1 69	3 09	81
Frame spinners	3 33	6 05	2 83	5 18	2 13	4 50	2 64	4 76	80
DRESSING.									
Overseer	15 15	21 44	12 19	18 09	8 75	16 50	12 09	17 70	48
Second hand	8 30	13 45	7 70	12 42	5 76	13 00	7 44	12 53	68
Third hand	6 50	10 75	5 57	9 18	.....	13 50	5 71	10 11	77
Spoolers	3 40	6 49	3 12	4 71	2 48	3 99	2 85	5 03	76
Warpers	3 96	6 81	3 59	6 09	4 13	5 87	3 92	6 00	64
Drawers and twisters	3 72	6 75	3 75	6 41	4 15	6 66	4 10	6 77	65
Dressers	5 10	9 89	7 03	11 40	7 22	13 17	7 64	11 66	52
WEAVING.									
Overseer	15 94	21 11	12 73	17 84	10 31	16 08	12 18	17 36	42
Second hand	8 83	14 23	7 08	11 42	6 66	11 17	6 95	11 50	65
Third hand	7 12	11 83	5 89	9 10	6 25	9 50	5 60	9 40	67
Weavers	4 50	9 06	4 63	7 80	4 75	6 85	5 24	8 48	62
Drawing-in hands	3 45	6 02	4 07	6 65	4 50	8 00	4 10	7 21	76
REPAIR SHOP, ENGINE ROOM, ETC.									
Foreman or overseer	14 89	19 20	12 65	18 11	11 65	17 25	12 60	17 77	41
Iron workers	8 82	13 75	8 71	13 65	7 92	13 20	8 60	13 95	62
Wood workers	9 09	13 83	8 70	13 66	9 39	14 13	8 78	13 76	57
Engineer	.....	14 00	6 42	10 78	11 50	18 00	7 24	11 61	60
Laborers	6 15	9 17	5 98	9 09	6 00	9 38	5 96	9 14	53
CLOTH ROOM, ETC.									
Overseer	13 31	17 03	11 31	14 41	7 32	11 19	9 75	13 22	35
Second hand	7 46	10 54	6 77	9 77	4 83	9 00	5 93	9 25	56
Other hands—males	5 85	8 92	5 95	8 97	.....	.....	5 90	8 96	52
Females	3 57	5 50	3 21	5 14	2 44	4 23	2 82	4 68	66

Hours of labor per week	66
Apparent average increase of wages in 1867 over those in 1860–'61, per cent	56
True average, per cent	63

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COTTON MILLS.

Table showing the comparative rates of wages paid to persons employed in the cotton mills of the United States and Great Britain in the year 1867.

Occupation.	AVERAGE WEEKLY WAGES OR EARNINGS.				
	In the United States.		In Great Britain.		Percentage of excess in United States over Great Britain.
	Currency.	Gold, (at 140.)	60 hours per week.	Add 10 per cent. to make it equal to 66 hours.	
CARDING.					
Overseer	$17 60	$12 57	$7 25	$7 97	57.71
Picker tenders	8 18	5 84	2 14	2 35	148.51
Railway tenders	4 61	3 29	1 75	1 92	61.10
Drawing-frame tenders	4 82	3 44	2 50	2 75	25.09
Speeder tenders	5 81	4 15	2 50	2 75	50.91
Picker boy	4 50	3 21	2 14	2 35	36.59
Grinders	9 37	6 70	4 88	5 37	24.76
Strippers	7 41	5 30	3 87	4 26	24.41
SPINNING.					
Overseer	16 90	12 07	6 75	7 42	62.56
Mule spinners	10 14	7 24	4 87	5 36	35.08
Mule backside piecers	3 09	2 21	1 50	1 65	33.94
Frame spinners	4 76	3 40	2 37	2 61	30.27
DRESSING.					
Spoolers	5 03	3 59	2 25	2 47	45.34
Warpers	6 00	4 29	3 50	3 85	11.43
Drawers and twisters	6 77	4 84	3 00	3 30	46.67
Dressers	11 66	8 33	.....	.....	.....
WEAVING.					
Overseer	17 36	12 40	10 00	11 00	12.73
Weavers	8 48	6 06	4 12	4 54	33.48
Drawing-in hands	7 21	5 15	2 38	2 61	97.32
REPAIR SHOP, ENGINE ROOM, ETC.					
Iron workers	13 95	9 96	6 75	7 42	34.14
Wood workers	13 76	9 83	6 75	7 42	32.39
Engineer	11 61	8 29	6 00	6 60	25.61
Laborers	9 14	6 53	4 50	4 95	31.92
CLOTH ROOM, ETC.					
Overseer	13 22	9 44	5 00	5 50	45 82
Second hand	9 25	6 61			

NOTE.—Hours of labor per week in the United States, 66; in England, 60. Apparent average excess of wages paid in the United States in 1867 (in gold) over the rates in Great Britain, 47 per cent. True average excess United States over Great Britain in 1867, 35¼ per cent. Wages in the cotton mills of the United States having been reduced in 1868, the average excess in the rates paid in that year over those in England in 1867 is 28.72 per cent.

Omitting overseers, the average weekly earnings of operatives in the cotton mills of the United States in 1867 was 21*s.*, or $5 25, (gold,) and in Great Britain 15*s.* 6*d.*, or $3 87.

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WOOLLEN MILLS.

Table showing the average rates of wages paid to persons employed in the woollen mills of the United States in the respective years 1860–'61 and 1867–'68, with the percentage of increase in the latter year; also the rates paid in England, with the percentage of excess in the rates paid in the United States over that country.

Occupation.	AVERAGE WEEKLY WAGES OR EARNINGS.										
	In New England.		In New York State.		Gen'l average in New England and New York.		Percentage of increase.	Rate of 1867–'68 in gold. (at 140.)	In England.		Percentage of advance in United States over England.
	In 1860–'61.	In 1867–'68.	In 1860–'61.	In 1867–'68.	In 1860–'61.	In 1867–'68.			Sixty hours per week.	Adding 10 per cent. to equal 66 hours.	
PREPARING.											
Wool sorters	$8 05	$12 35	$7 53	$11 00	$7 84	$11 86	51.28	$8 47	$6 00	$6 60	28.33
Wool washers	5 65	9 46	5 13	8 31	5 42	9 00	66.05	6 43	4 85	5 34	20.41
Dyers	6 13	10 13	4 80	8 22	5 46	9 17	68.32	6 56	5 00	5 50	19.27
Overseers	12 00	19 13	12 38	22 00	12 19	20 56	68.66	14 69	10 00	11 00	33.55
Assistants	8 50	11 50	7 75	11 00	8 13	11 25	38.38	8 04	.....	.....	.....
CARDING AND SPINNING											
Pickers	5 25	8 03	4 90	8 63	5 11	8 25	61.45	5 89	4 60	5 06	16.40
Carders	4 15	5 96	4 00	6 35	4 08	6 12	50.00	4 37	3 50	3 85	13.50
Spinners	6 74	11 34	7 00	11 25	6 84	11 30	65.20	8 07	5 50	6 05	33.38
Warpers and beamers	5 48	9 04	5 00	11 00	5 27	9 88	87.48	7 06	5 12	5 63	25.40
Reelers	2 90	4 62	2 50	3 67	2 73	4 21	54.21	3 01	2 50	2 75	9.46
Overseers	11 50	18 43	12 38	23 25	11 85	20 27	71.06	14 48	10 00	11 00	31.64
Assistants	7 50	11 10	7 88	13 13	7 69	12 00	56.04	8 57	.....	.....	.....
WEAVING.											
Weavers	4 44	7 73	4 88	8 38	4 66	8 02	72.10	5 73	4 25	4 67	22.70
Burlers	3 14	5 34	2 69	4 50	2 92	4 95	69.52	3 04	2 25	2 48	22.58
Overseers	11 70	17 75	13 13	24 75	12 33	20 55	66.67	14 68	10 00	11 00	33.45
DRESSING AND FINISHING.											
Fullers	6 00	8 88	5 88	10 69	5 93	9 78	64.92	6 99	5 25	5 77	21.14
Dressers or giggers	5 00	8 81	4 50	7 88	4 77	8 34	74.84	5 96	5 00	5 50	8.36
Finishers	6 50	9 00	4 13	8 50	5 55	8 80	59.45	6 29	5 50	6 05	4.00
Press tenders	6 50	9 00	5 38	8 75	6 05	8 90	47.10	6 36	5 25	5 78	10.04
Drawers	4 50	9 00	3 75	7 50	4 12½	8 25	100.00	5 89	3 75	4 13	42.15
Brushers	2 25	3 50	6 00	9 00	3 50	5 33	52.28	3 81	2 50	2 75	38.55
Packers	5 00	7 50	4 50	8 25	4 75	7 75	63.15	5 54	5 00	5 50	00.73
Overseers	7 88	14 25	11 75	17 25	11 12	18 62	68.34	13 30	10 00	11 00	21.00
Assistants	7 50	12 00	8 63	12 00	8 06	12 00	48.88	8 57	.....	.....	.....
ENGINE ROOM, YARD, ETC.											
Engineers	9 62	14 00	10 50	20 75	9 97	16 70	67.50	11 93	7 50	8 25	44.61
Mechanics	9 31	15 98	8 84	16 00	10 54	15 98	51.61	11 41	7 50	8 25	38.30
Laborers, watchmen, and yard hands	6 13	10 50	5 83	7 50	6 00	9 64	60.66	6 84	4 50	4 95	38.18
Foremen	13 50	18 00	.....	.....	13 50	18 00	33.33	12 86	7 50	8 25	55.88

NOTE.—General average hours of labor per week in New England and New York, for 1860–'61, 71, and for 1867–'68, 66; in England, 60; adding 10 per cent., 66. Average increase in rates of wages in 1867–'68 over those of 1860–'61, 60.65 per cent. Average advance in rates of wages paid in the United States over those of England, (both in gold,) 24.63 per cent.

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WORSTED MILLS.

Table showing the comparative rates of weekly wages paid in the worsted mills of Massachusetts in the respective years 1860–'61 *and* 1867, *also in England in* 1866.

Occupations.	Average weekly wages in three worsted mills in Massachusetts.		Increase of 1867 over 1860.	Rates of 1867 in gold, (at 140.)	Average weekly wages in Bradford, England, in 1866.		Excess in U. S. over England.
	1860–'61.	1867.	Per c't.	1867.	For 60 hours.	Equal at 66 hours to—	Per c't.
WORSTED YARNS AND FABRICS.							
Wool sorters	$7 20	$12 07	68	$8 62	$7 00	$7 70	12
Wool washers	6 00	9 80	63	7 00	4 12	4 53	54
Combers	5 73	9 00	36	6 43	3 50	3 85	67
Gill box and drawing hands.....females..	4 20	7 17	70	5 12	2 37½	2 51	85
Spinners.....do....	3 48	5 75	65	4 11	2 50	2 75	49
Twisters.....do....	3 30	5 40	64	3 86	.....	.....	.....
Reelers.....do....	3 30	6 30	90	4 50	3 25	3 58	26
Overseers.....males..	15 00	24 00	60	17 14	8 75	9 63	78
Assistant overseers	7 50	13 03	73	9 31	5 50	6 05	54
Dyers	6 00	10 17	67	7 26	4 50	4 95	47
Weavers	5 94	11 40	92	8 14	4 50	4 95	64
Weavers.....females..	4 50	7 62	70	5 44	3 25	3 38	61
Finishers.....males..	4 02	9 80	144	7 00	6 00	6 60	6
ENGINE ROOM, YARD, &C.							
Engineers	11 19	17 75	58	12 68	8 00	8 80	15
Mechanics	8 51	15 16	78	10 83	7 25	7 98	35
Laborers, watchmen, and yard hands	5 80	10 68	84	7 63	4 50	4 95	54

Hours of labor per week: in Massachusetts, 66; in Bradford, England, 60; adding 10 per cent., 66.
Average increase of the rates of 1867 over those of 1860–'61, 79 per cent.
Average excess of the rates paid in the United States in 1867 (in gold) over those in England in 1866, 58 per cent.

SUGAR REFINERIES.

Table showing the average weekly earnings of persons employed in the sugar refineries of the United States in the years 1860–'61 *and* 1867, *and in those of Great Britain in* 1866.

Occupation.	Average weekly earnings.		Percentage of increase in 1867 over 1860–'61.	Earnings in 1867 in gold.	Wages in England in 1866.	Percentage of advance in U. S. over Eng'd.
	1860–'61.	1867.				
Boilers	$13 00	$21 50	65.38	$15 36	$8 25	86.18
Panmen	7 67	12 00	56.45	8 57	7 50	14.26
Filtermen	6 50	11 00	69.10	7 85	4 37½	79.04
Warehousemen	5 80	9 50	63.80	6 78	4 50	50.66
Upstairsmen	6 00	10 00	66.67	7 14	4 37½	63.20
Engineers	14 00	21 50	53.58	15 36	7 00	119.43
Stokers	7 75	11 00	41.93	7 85	5 75	36.52

Average increase of earnings in 1867 over 1860–'61, 59 per cent.
Average advance in the United States over England, (both in gold,) 65 per cent.

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IRON ROLLING MILLS.

Table showing the average weekly earnings of workmen in the iron rolling mills of the United States in the respective years 1860–'61 *and* 1867–'68, *with the percentage of increase in the latter year; also the earnings in England in* 1867, *with a comparison of the earnings in the two countries.*

Occupation.	Average weekly earnings.		Percentage of increase in 1867 over 1860.	Earnings in 1867 in gold.	Earnings in England in 1867.	Percentage of excess in United States over England.
	In 1860–'61.	In Sept., 1867.				
Puddlers	$13 37	$23 17	73.30	$16 54	$8 75	89.03
Puddlers' helpers	7 27	13 46	85.14	9 61	4 50	113.55
Shinglers	12 06	22 27	84.66	15 90	11 25	41.33
Shinglers' helpers	5 33	9 50	78.24	6 79	6 75	.....
Puddle-mill rollers	9 77	19 02	94.68	13 58	11 25	20.71
Top and bottom rollers	10 75	25 06	133.12	17 90	15 00	19.33
Forge rollers	10 25	21 25	107.32	15 18	11 25	34.93
Merchant-mill finishers	18 50	35 00	99.31	18 50	13 75	35.54
Rail-mill rollers	27 00	37 69	39.60	26 92	12 00	124.33
Sheet and plate rollers	12 00	20 67	72.25	14 76	20 00	dec. 26.20
Second rollers	8 97	16 41	82.94	11 72	6 00	inc. 95.33
Third rollers	8 75	13 87	58.51	9 90	4 50	120.00
Furnace-men or heaters' helpers	7 39	11 91	61.16	8 51	6 00	41.83
Shearmen	9 04	14 98	65.71	10 70	6 00	78.33
Catchers	6 71	14 80	120.57	10 57	6 00	76.16
Roughers	8 67	20 24	133.45	14 46	8 00	80.75
Heaters	14 83	25 36	71.00	18 11	12 50	44.88
Foremen or superintendents	14 87	24 90	67.45	17 78	12 00	48.17
Machinists	12 08	18 11	49.92	13 64	7 50	81.86
Engineers	9 64	14 28	48.13	10 20	7 50	36.00
Carpenters	8 44	15 42	82.70	11 01	7 00	57.28
Blacksmiths	8 07	14 66	81.66	10 47	7 50	39.60
Laborers and unskilled workmen	5 34	9 10	70.41	6 50	4 00	62.50
Teamsters	6 00	10 25	70.83	7 32	4 00	83.00
Apprentices and boys	2 80	4 34	55.00	3 10	2 50	24.00

Average increase of wages in 1867 over the rates in 1860–'61, 76 per cent.

Average price of puddling in the New England and Middle States in 1867, $6 63 per ton; in 1868, $6 per ton.

The prices for puddling, rolling, &c., having declined in 1868, the average increase of 1868 over 1860 is thereby reduced to about 67 per cent. But although the cost of labor has advanced but 67 per cent., the real advance over 1860 in the cost of making iron, is believed to be about 75 per cent.

The average advance in the earnings of the workmen employed in the rolling mills of the United States over those of Great Britain (both in gold) is 48.34 per cent.

[For prices of puddling in Europe as compared with the United States, and for other information in regard to the manufacture of iron, reference is made to page 69 of the report.]

STEEL WORKS.

Table showing the average weekly earnings of workmen employed in the steel works of Pittsburg, United States, in 1867–'68, *as compared with those in Sheffield, England, in* 1866–'67.

Occupation.	Average weekly earnings in—			
	Pittsburg, 1867–'68.		Sheffield in 1866–'67.	Percentage of excess in Pittsburg in 1867–'68.
	Currency.	Gold.		
Converter	$19 50	$13 93	$10 00	3.93
Converter's laborer	12 00	8 57	5 25	3.32
Common laborers	9 00	6 43	4 50	1.93
Melter	32 50	23 21	11 25	11.96
Puller-out	16 25	11 61	8 00	3.61
Moulders	12 00	8 57	5 00	3.57
Cokers	12 00	8 57	5 00	3.57
Forgeman and tilter	30 00	21 43	12 50	8.93
Forgeman's heater	12 00	8 57	6 00	2.57
Roller	38 00	27 14	18 00	9.14
Roller furnace-man	18 00	12 85	7 50	5.35

Average advance of wages in the steel works of Pittsburg over those of Sheffield, 62.23 per cent.

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IRON FOUNDRIES AND MACHINE SHOPS.

Table showing the average weekly wages paid to persons employed in the iron foundries and machine shops of the United States in the respective years 1860–'61 *and* 1867, *with the percentage of increase in the latter year; also the wages paid in England in* 1866, *and the percentage of advance in the rates paid in the United States over those of England.*

Occupations.	AVERAGE WEEKLY WAGES OR EARNINGS.											PERCENTAGE.
	In New England.			In Middle States.			General average in United States.				In England.	Excess of wages in U. S. over England.
	1860–'61.	1867.	Percentage of increase 1867 over 1860.	1860–'61.	1867.	Percentage of increase 1867 over 1860.	1860–'61.	1867.	Percentage of increase.	1867 in gold.	1866.	
Moulders	$10 00	$15 68	56.80	$10 19	$16 51	62.02	$10 08	$16 13	60.02	$11 52	*$8 00	44.00
Machinists, best	11 29	17 60	55.89	11 58	18 80	62.35	11 54	18 19	57.62	12 99	8 50	52.82
second	10 67	16 29	52.67	9 39	16 00	70.40	10 21	16 15	58.17	11 54	7 00	64.86
ordinary	8 73	13 10	50.06	8 88	14 82	66.90	8 76	13 82	57.88	9 87	6 50	51.85
inferior	6 89	10 50	52.40	7 00	12 19	74.14	6 92	11 13	60.84	7 95	5 00	59.00
helpers	5 85	9 19	57.10	5 99	9 86	64.61	5 92	9 54	61.15	6 81	4 50	51.33
Blacksmiths	10 92	19 08	74.72	10 03	15 41	53.64	10 47	17 25	64.76	12 32	*7 12	73.03
helpers	7 00	10 67	52.43	5 94	10 04	69.02	6 57	10 35	57.53	7 39	4 50	64.22
Riveters	10 00	15 48	54.80	10 25	16 61	62.05	10 15	16 14	59.01	11 53	7 50	53.73
Holders-on	6 50	10 10	55.38	6 68	10 85	62.42	6 60	10 50	59.09	7 50	5 00	50.00
Boiler-makers	10 96	17 80	62.50	10 71	17 55	63.87	10 70	17 70	65.42	12 64	*7 50	68.53
helpers	6 20	10 52	69.68	6 52	10 69	63.96	6 39	10 62	66.20	7 59	4 50	68.67
Flangers	12 95	21 60	66.80	13 00	20 71	59.31	12 80	21 20	65.63	15 14	7 50	101.87
helpers	6 35	10 62	67.24	6 81	11 35	66.67	6 60	11 02	66 97	7 87	4 50	74.89
Engineers	9 19	15 90	73.01	9 84	15 87	61.28	9 50	15 96	68.00	11 40	6 25	82.40
Pattern-makers and carpenters	9 00	18 52	105.78	10 38	17 37	67.34	9 81	18 00	83.48	12 86	*8 50	51.29
assistants	9 00	13 58	50.89	6 38	10 95	71.63	8 05	12 77	58.63	9 12	7 50	21.60
Laborers, carters, &c	6 07	9 90	63.10	5 98	9 68	61.87	6 02	9 84	63.45	7 03	*4 50	56.22
Apprentices	3 81	5 58	46.46	3 03	5 21	71.95	3 50	5 46	56.00	3 90	*2 50	64.00
Brass founders	11 00	19 00	72.73	11 00	17 75	61.36	11 00	18 28	66.17	13 06	7 50	74.13
fitters and turners	10 33	16 50	59.74	10 20	15 57	52.64	10 26	15 97	55.65	11 41	6 50	75.54
Millwrights	12 75	19 50	52.94	10 25	16 70	62.93	11 50	18 10	57.39	12 93	7 50	72.40
assistants	9 00	15 00	66.67	.....	.....	.....	9 00	15 00	66.67	10 71	6 50	64.77
Painters, 1st class	9 17	13 83	50.82	.....	.....	.....	9 17	13 83	50.82	9 88	7 00	41.14
2d class	8 00	13 50	68.75	.....	.....	.....	8 00	13 50	68.75	9 64	6 00	60.67

Hours of labor per week ..... 60.
Average increase of wages paid in 1867 over 1860 ..... 60.45 per cent.
Average increase of wages paid in 1867 over 1860, both in gold ..... 14.61 per cent.
Average advance of wages in the United States in 1867 over England in 1866 ..... 57.72 per cent.

* The rates of wages given in this column were those paid in Sheffield, Hull, and other manufacturing towns of England. In Glasgow the rates were lower, being as follows: Moulders, $7 25; blacksmiths, $6; boiler-makers and machinists, $6 25; engineers, $4 50; pattern-makers, $5 75; carters, $4 75; and common laborers, $3 75.

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HARDWARE MANUFACTORIES.

Table showing the average weekly wages of persons employed in the hardware manufactories of the United States in 1860–'61 and 1867, with the percentage of increase in the latter year; also the rates in similar establishments in Great Britain in 1866, compared with those of the United States in 1867.

Occupation.	AVERAGE WEEKLY WAGES OR EARNINGS.					
	In 1860–'61.	In 1867.	Percentage of 1867 increase over 1860.	Rates of 1867 in gold.	Wages in England in 1866.	Percentage of excess in United States over England.
Moulders	$7 95	$13 18	65.79	$9 41	$7 50	25.46
Cupola tenders	7 15	10 65	48.95	7 61	.....	.....
Annealing-furnace tenders	7 06	11 02	56.09	7 87	.....	.....
Filers	7 57	11 21	48.09	8 02	6 25	28.39
Japanners	7 33	11 58	57.98	8 27	.....	.....
Forgers	11 03	17 25	56.39	12 32	8 50	45.00
Helpers	6 61	10 18	54.01	7 27	5 00	45.40
Grinders	8 87	12 16	37.09	8 69	6 50	33.69
Polishers	8 11	11 58	42.79	8 27	6 75	22.51
Turners	7 92	11 50	45.20	8 21	7 50	9.46
Lockmakers	12 00	15 00	25.00	10 71	7 50	42.80
Machinists	11 48	18 18	58.36	12 99	7 50	73.20
Engineers	10 70	16 50	54.21	11 79	7 50	57.27
Laborers	6 00	9 60	60.00	6 86	5 25	30.60
Packers	7 29	12 00	64.61	8 57	.....	.....
Do..females	3 88	5 85	50.77	4 18	2 50	67.20
Diemakers	13 00	20 40	56.92	14 57	10 00	45.70
Press-workmen	8 34	11 79	41.37	8 42	.....	.....
Do....females	3 75	6 00	60.00	4 29	.....	.....
Rollers	10 50	15 00	42.86	10 71	.....	.....
Welders	10 50	15 00	42.86	10 71	.....	.....
Jointers	9 00	14 25	58.33	10 18	.....	.....
Stampers	12 00	15 00	25.00	10 71	.....	.....
Graduators	12 00	13 50	12.50	9 64	.....	.....
Finishers	9 19	13 94	51.69	9 96	6 75	47.85
Patternmakers	11 50	17 86	55.30	12 76	8 50	50.00
Carpenters	9 64	16 52	71.37	11 80	7 00	68.57
Trip-hammer men	11 10	16 20	45.95	11 57	10 00	15.70
Crimpers	10 50	16 50	57.14	11 79	.....	.....
Twisters	10 50	18 00	71.43	12 86	.....	.....
Fitters up	7 75	10 50	35.48	7 50	.....	.....
Screw cutters	6 26	10 10	61.34	7 21	.....	.....
Blacksmiths	9 22	14 53	57.59	10 38	7 50	38.40
Helpers	6 48	9 50	46.60	6 79	5 00	35.80
Foremen	13 06	19 87	52.14	14 19	10 00	41.90
Apprentices or boys	3 59	5 64	57.10	4 03	3 12	22.75

Hours of labor per week	60
Average increase in rates of wages in 1867 over 1860–'61 per cent..	50
Excess of rates of wages in United States in 1867 over those of England in 1866....do.....	40

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MANUFACTORIES OF EDGE TOOLS.

Table showing the average weekly earnings of persons employed in manufactories of edge tools in the United States in 1860–'61 *and in* 1867, *with the percentages of increase in the latter year; also the comparative rates in similar establishments in Sheffield, England, in* 1866–'67.

Occupations.	AVERAGE WEEKLY EARNINGS.					
	In the United States, 1860–'61.	In the United States, 1867.	Percentage increase of 1867 over 1860.	Earnings in 1867 in gold.	In Sheffield, England, 1866–'67.	Percentage of excess in U. S. over England.
Forgers	$13 50	$17 50	29.63	$12 50	$8 50	47.
Helpers	10 50	13 50	28.57	9 64	5 00	92.
Temperers	10 50	15 00	42.86	10 71	6 50	65.
Grinders	12 00	18 00	50.00	12 86	9 25	39.
Polishers	10 50	14 50	38.10	10 36	6 75	53.
Laborers	6 00	10 25	70.83	7 32	5 50	33.
Carpenters	10 50	16 50	57.14	11 79	7 50	57.
Foremen	11 00	17 25	56.82	12 32	10 00	23.
Apprentices or boys	6 00	8 00	33.33	5 71	3 75	52.
Machinists	12 00	18 00	50.00	12 86	7 50	71.
Trip-hammer men	15 00	21 00	40.00	15 00	10 00	50.

Hours of labor per week		60
Average increase of earnings in 1867 over 1860–'61	per cent..	44
Average excess of earnings in the United States over England	do.....	50

MANUFACTORIES OF AGRICULTURAL IMPLEMENTS.

Table showing the average rate of wages paid to persons employed in manufactories of agricultural implements in the United States in the respective years 1860–'61 *and* 1867–'68, *with the percentages of increase in the latter year.*

Occupation.	Aver'ge weekly earnings.		Percentage of increase.
	In 1860–'61.	In 1867–'68.	
Moulders	$10 97	$17 29	57.61
Machinists	8 68	15 69	80.76
Blacksmiths	8 50	15 57	80.32
Blacksmiths' helpers	5 75	8 90	54.78
Woodworkers	8 75	14 61	66.90
Painters	7 77	12 23	57.40
Ploughmakers	9 00	15 00	66.67
Teamsters	6 82	10 52	54.25
Grinders	7 87	12 05	53.11
Patternmakers	9 08	17 25	89.97
Watchmen	8 97	12 69	41.47
Clerks	18 22	31 96	75.96
Engineers	9 00	15 00	66.67
Laborers and unskilled workmen	5 33	9 92	86.12
Apprentices or boys	2 62	4 53	72.90
Foremen or overseers	13 12	23 54	79.42

Hours of labor per week		60
Average increase of wages in 1867 over 1860–'61	per cent..	68

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FIRE-ARMS MANUFACTORIES.

Table showing the average weekly wages or earnings of persons employed in fire-arms manufactories in the years 1860–'61 *and* 1867, *with the percentages of increase in the latter year; also a comparison with the rates paid in England in* 1866.

Occupations.	Average weekly earnings in the United States.*		Percentages of increase 1867 over 1860–'61.	Rates reduced to gold, at 40 per cent. premium—1867.	Wages in England, 1866.	Percentages of advance in United States over England.
	1860–'61.	1867.				
Gun-barrel browners	$12 62	$17 19	36	$12 27	$10 00	22.7
filers	12 00	16 81	40	12 01	10 00	20
grinders	13 37	19 12	43	13 65	7 50	82
riflers	12 00	16 87	41	12 06	10 00	20
welders	15 50	22 00	42	15 72	10 00	57.2
drillers	9 75	15 00	54	10 71		
breech forgers	12 38	18 00	45	12 86	7 50	71.4
case makers	10 83	15 50	43	11 07	7 50	47.6
finishers	12 00	17 09	42	12 14	7 50	61.8
nipple makers	11 19	16 87	51	12 06	6 25	93
polishers	12 87	18 00	40	12 86	8 75	47
stockers	12 19	16 81	38	12 01	7 50	60
tool makers	13 56	20 37	50	14 54	8 75	66.2
work forgers	13 50	20 25	50	14 46	8 75	65.2
lock filers	12 12	16 87	39	12 06	7 50	60.8
lock forgers	14 00	20 00	43	14 29	7 50	90.5
Machinists	12 31	17 62	43	12 58	8 25	52.4
Engineers	12 50	20 00	60	14 29		
Laborers, or unskilled men	6 31	9 37	48	6 69	4 50	48.9
Apprentices or boys	4 67	6 17	32	4 40	2 50	76
Foremen or overseers	20 00	30 00	50	21 43		

* Chiefly in the States of Connecticut and New York, embracing Colt's and Sharp's manufactories in Hartford, Connecticut, and that of Remington & Sons, at Ilion, New York.

REMARKS.—It appears from the table that the wages paid in 1867, when reduced to a gold standard, differed but little from those of 1860, and, with gold at 140, exhibited an *average* increase of only 3½ per centum. In France the wages of operatives in this branch are lower than in England. In 1860, 564 hands employed in Paris received the following wages: 62 received 3 fr. 50c., or less; 62, 4 francs; 11, 4 fr. 25c.; 58, 4 fr. 50c.; 234, 5 fr.; 24, 5 fr. 50c.; 70, 6 fr.; 5, 6 fr. 50c.; 23, 7 fr.; 10, 8 fr.; and 15, 10 fr. each per day—the average being 5 fr. 20c., equivalent to 99 cents in gold. The average weekly earnings (in gold) in the three countries named were as follows: In France $5 94, in England $7 79, and in the United States $12 22. In the United States, therefore, the workmen in this branch earn 56 per cent. more than those of England, and 105 per cent. more than those of France. The hours of labor are 60 per week in each of the countries named.

SAW MANUFACTORIES.

A comparative table showing the average weekly earniags of persons employed in saw manufactories in the United States in 1860–'61 *and in* 1867–'68; *also in Sheffield, England, in* 1866–'67.

Occupations.	Average weekly earnings in—					Percentage of excess in U. S. over England.
	United States.		Percentage of increase in 1867–'68.	Wages in 1867–'68 in gold.	Sheffield.	
	1860–'61.	1867–'68.			1866–'67.	
Saw-makers	$12 50	$25 00	100	$17 85	$11 25	58
Grinders	11 67	20 39	74	14 56	12 50	16
Polishers	11 00	16 50	50	11 79	7 00	68
Turners	14 00	24 00	71	17 15	8 50	100
Filers	7 50	10 00	33	7 15	6 25	14
Laborers	6 00	9 42	57	6 73	4 50	50
Helpers	7 70	11 52	50	8 21	5 00	64
Boys	3 75	5 50	46	3 92	2 50	57

Average increase of earnings in 1867 over 1860–'61, 65 per cent.
Average excess of rates in United States in 1867–'68 over England in 1866–'67, 52 per cent.

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GAS WORKS.

Table showing the average weekly wages paid to persons employed in the gas works of the United States in the respective years 1860–'61 *and* 1867–'68, *with the percentages of increase in the latter year; also the rates paid in Great Britain in* 1866, *as compared with those in the United States in* 1867.

Occupation.	Average weekly earnings in—					
	United States.*		Percentage of increase in 1867.	Wages in 1867 in gold.	Great Britain in 1866.†	Percentage of advance in U. S. over G. Britain.
	1860–'61.	1867–'68.				
Firemen	$9 13	$17 25	89	$12 32	$6 75	81
Second-men	8 10	15 11	86	10 79	.....	.....
Yardmen	6 75	9 60	42	7 86	.....	.....
Purifiers	7 00	11 90	70	8 50	.....	.....
Engineers	11 25	18 06	60	12 90	10 00	29
Carpenters	10 50	18 60	77	13 28	7 25	83
Masons	12 02	22 36	86	15 97	8 25	94
Blacksmiths	9 67	16 75	73	11 96	7 50	60
Pipe-layers	7 31	13 13	80	9 37	7 50	25
Gas-fitters	7 80	13 20	70	9 42	6 25	50
Lamp-lighters	7 10	9 70	37	6 93	4 00	73
Laborers	6 00	10 05	67	7 18	4 50	60
Foremen	11 62	19 51	68	13 93	8 13	71

Average increase of wages in 1867 over 1860, 70 per cent.
Average advance of wages in the United States in 1867 over the rates in Great Britain in 1866, 62 per cent.

* Chiefly in the cities of Boston, New York, Philadelphia, Baltimore, Washington, and Chicago.
† Chiefly in Edinburgh and Leicester.

LEATHER MANUFACTORIES.

Table showing the average weekly wages paid to persons employed in manufactories of leather in the United States in 1860–'61 *and in* 1867; *also the rates paid in Scotland in* 1866, *as compared with those in the United States in* 1867.

Occupation.	Average weekly earnings in—					
	United States.		Percentage of increase in 1867.	Wages in 1867 in gold.	Edinburgh, Scotland, in 1866.	Percentage of excess in U. S. over Scotland.
	1860–'61.	1867–'68.				
Tanners	$7 00	$15 00	114	$10 71	$6 25	4 46
Curriers	9 00	15 00	67	10 71	8 50	2 21
Dressers	9 00	15 00	67	10 71	8 50	2 21
Beam-men	10 00	18 00	80	12 86	6 25	6 61
Shed-men	7 00	10 00	43	7 14	6 25	0 89
Tanners' laborers	6 00	9 00	50	6 43	3 75	2 68

Average increase of wages in 1867 over 1860–'61, 71 per cent.
Average advance of rates in the United States in 1867 over those of Scotland in 1866, 48 per cent.

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GLASS WORKS.

Table showing the average earnings of persons employed in glass works of the United States in the years 1860–'61 and 1867–'68, with the percentages of increase in the latter year; also the earnings in glass works of England in 1866, compared with those in the United States in 1867.

Occupation.	Average weekly earnings in the United States.		Percentage of increase.	Earnings of 1867 in gold.	Earnings in England in 1866.	Percentage of excess in United States over England.
	1860–'61.	1867–'68.				
Glass blowers	$14 00	$22 73	62.36	$16 23	$12 00	35
Vial blowers	12 00	18 00	50.00	12 86	10 50	22
Assistants	6 00	10 00	65.67	7 14	5 41	32
Batch mixers	8 50	14 25	67.65	10 18	6 25	63
Master teasers	12 00	18 00	50.00	12 86	.....	.....
Assistant teasers	6 50	13 00	100.00	9 28	6 25	48
Potmakers	11 50	19 00	65.22	13 57	.....	.....
Assistant potmakers	7 00	12 00	71.43	8 57	.....	.....
Packers	7 50	14 50	93.33	10 35	6 25	65
Blacksmiths	13 00	17 50	42.31	12 50	7 50	53
Carpenters	8 50	14 25	67.65	10 18	7 00	45
Demijohn coverers	8 00	14 00	75.00	10 00	.....	.....
Skilled boys	3 25	6 00	84.61	4 28	.....	.....
Engineers	10 25	15 00	46.34	10 71	.....	.....
Laborers or unskilled workmen	5 50	9 32	69.45	6 66	.....	.....
Apprentices or boys	2 50	4 25	70.00	3 03	.....	.....
Foremen or overseers	13 50	19 50	44.44	13 93	.....	.....

Average increase of earnings in 1867 over 1860–'61, 63 per cent. Average excess in United States over England, 45 per cent.

FLINT GLASS WORKS.

Table showing the average weekly earnings of persons employed in the flint glass works of the United States in the respective years of 1860–'61 and 1867–'68, with the percentages of increase in the latter year.

Occupation.	Average weekly wages or earnings.		Percentage of increase.
	1860–'61.	1867–'68.	
Workmen	$15 66	$27 87	78.00
First servitor	12 00	19 31	61.00
Second servitor	8 83	14 51	64.33
Footmakers	7 82	12 74	62.66
Finishers	10 25	20 08	95.90
Leechers	7 00	14 00	100.00
Mixers	7 00	14 00	100 00
Liersmen	7 00	14 00	100.00
Tiseurs	8 00	17 00	112.50
Pressmen	13 12	23 37	78.12
Gatherers	5 50	10 62	93.10
First-class gaffer	28 00	45 00	60.72
Second-class gaffer	25 00	40 00	60.00
Potmakers	10 50	13 50	28.57
Potmaker's assistant	12 00	18 00	50.00
Mould makers	14 37	26 00	80.93
Blowers	13 00	19 50	50.00
Glass cutters	10 97	16 82	53.33
Engravers	13 50	25 00	85.26
Packers	7 00	14 50	107.14
Engineers	9 20	16 80	82.61
Laborers	6 07	10 61	74.80
Foremen	13 67	21 33	56.04
Boys	2 72	4 90	80.15
Superintendents	20 00	30 00	50.00
Apprentices	5 00	9 50	90.00
Watchmen	7 00	13 50	92.86
Carpenters	8 00	17 00	112.50
Blacksmiths	9 50	17 00	78.95

Average increase of earnings in 1867–'68 over those of 1860–'61, 71 per cent.

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FELT-HAT MANUFACTORIES.

Table showing the average weekly earnings of persons employed in the felt-hat manufactories of the United States in the years 1860–'61 *and* 1867–'68.

Occupation.	Average weekly earnings.		Percentage of increase.	Rates of 1867 in gold.
	1860–'61.	1867–'68.		
Body-makers	$7 00	$12 00	71.43	$8 57
Finishers	14 00	21 00	50.00	15 00
Blockers	14 00	21 00	50.00	15 00
Stiffeners	14 00	19 25	37.50	13 75
Trimmers	5 37	7 50	39.57	5 36
Engineers	12 00	20 25	68.75	14 47
Laborers or unskilled workmen	6 50	10 87	67.30	7 76
Apprentices or boys	2 00	3 00	50.00	2 14
Foremen or overseers	17 50	27 00	54.29	19 29

Average increase of earnings in 1867–'68 over 1860–'61, 50 per cent.

SILK-HAT MANUFACTORIES.

Table showing the average weekly earnings of persons employed in silk-hat manufactories of Philadelphia in 1867, *and of Glasgow in* 1866.

Occupation.	Average weekly earnings in—			Percentage of excess in U. States over Scotland.
	Philadelphia.		Glasgow.	
	1867.	1867.	1866.	
	Currency.	*Gold.*		
Body-makers	$23 50	$16 78	$8 50	97
Silk finishers	20 52	14 65	9 00	62
Tippers-off			10 00	
Curlers	30 97	22 12		
Crown sewers, (females)	6 55	4 68	2 50	87
Trimmers, (females)	11 55	8 25	3 00	

Apparent average excess of earnings in Philadelphia over Glasgow, 80 per cent.

PAPER MILLS.

Table showing the average weekly wages paid to persons employed in paper mills in the United States in the respective years 1860–'61, *and* 1867–'68, *with the percentage of increase in the latter year; also the rates paid in Scotland in* 1866, *with the percentage of advance in the United States.*

Occupation.	Average weekly earnings in—					
	United States.		Percentage of increase in 1867–'68.	United States in 1867, (gold.)	Edinburgh & vicinity in 1866.	Percentage of advance in U. S. over Scotland.
	1860–'61.	1867–'68.				
Machine tenders	$9 67	$15 67	62	$11 19	$5 50	103
Assistant tenders	4 50	9 00	100	6 43		
Rag cutters—males	7 17	12 17	70	8 69	4 00	117
Rag cutters—females	3 67	6 00	60	4 29		
Loft-men or dryers	6 17	10 83	75	7 74	4 00	93
Callender men	8 75	14 25	63	10 18		
Finishers	7 50	12 67	69	9 05	4 50	101
Engine men	7 50	12 00	60	8 57	5 00	71
Helpers on engines	4 75	8 50	79	6 07		
Bleachers	7 00	11 00	57	7 86	4 50	73
Sizers	4 50	10 25	127	7 32	4 44	65
Millwrights	10 50	19 00	81	13 57	7 00	94
Masons	10 00	20 00	100	14 29	6 25	128
Carpenters	9 50	16 50	73	11 78	6 25	87
Blacksmiths	9 00	14 00	55	10 00	5 75	74
Laborers, carters, watchmen, &c	5 92	8 92	50	6 37	3 75	69
Apprentices or boys	4 00	6 00	50	4 29		
Firemen	9 00	14 00	55	10 00	4 50	122

Average increase of wages in 1867–'68 over 1860–'61, 84 per cent.
Average advance in rates paid in the United States in 1867 over Scotland in 1866, 93 per cent.

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SHIP-BUILDING.

Table showing the average weekly wages paid to persons engaged in ship-building in the United States in 1860–'61 and 1867–'68, with the percentage of increase in the latter year; also the rates paid in Great Britain in 1866 as compared with those in the United States in 1867.

Occupation.	Average weekly wages in—					
	United States.		Percentage of increase in 1867.	Wages in 1867 in gold.	Great Britain in 1866.	Percentage of advance in U. S. over G. Britain.
	1860–'61.	1867–'68.				
WOODEN SHIPS.						
Shipwrights	$12 00	$18 00	50	$12 85	$7 50	71
Ship-smiths	12 00	18 37	53	13 11	7 50	74
Sawyers	11 00	16 50	50	11 78	6 75	74
Joiners	9 00	16 50	83	11 78	7 00	68
Strikers	7 50	10 50	40	7 50	4 50	67
Caulkers	13 50	24 00	78	17 14	.....	.....
Laborers	6 75	10 50	55	7 50	4 50	67
Foremen	12 00	21 00	75	15 00	10 50	43
IRON SHIPS.						
Moulders	9 00	15 50	72	11 07	9 00	23
Machinists	9 00	16 00	78	11 43	7 50	50
Riveters and platers	9 00	12 00	33	8 57	7 50	14
Boiler-makers	9 00	15 00	67	10 71	7 50	43
Helpers and strikers	7 00	10 50	50	7 50	4 50	67
Blacksmiths	10 00	15 50	55	11 07	7 50	47
Chippers	9 00	12 00	33	8 57	6 00	43
Carpenters	12 00	18 00	50	12 85	7 50	71
Painters	9 00	15 00	67	10 71	6 00	78
Laborers or unskilled workmen	6 00	10 00	67	7 14	4 50	57

Average increase of wages in ship-yards in 1867 over 1860–'61, 61.63 per cent.
Average advance in rates paid in the United States in 1867 over those of Great Britain in 1866, 62.17 per cent.
Average increase of wages on iron ships in 1867 over 1860–'61, 56.74 per cent.
Average advance of rates in the United States in 1867 over those of Great Britain in 1866, 47.58 per cent.

In other branches the average increase of wages in 1867 over those in 1860 were as follows: in manufactories of chemicals, (in Philadelphia,) 66 per cent.; of clocks, (Connecticut,) 78 per cent.; of leather belting, 77 per cent.; of machine card clothing, (Massachusetts,) 75 per cent.; of silk trimmings, sewing silk, &c., (Paterson, New Jersey,) 94 per cent.; of cotton hosiery, (New Hampshire,) 50 per cent., and of railroad cars, 52 per cent.

In the town of Zanesville, Ohio, skilled mechanical labor has advanced since 1860 on an average from $9 to $15 per week, or 66⅔ per cent.; while in unskilled labor the increase has been from $6 to $9 per week, or 50 per cent., and the earnings of miners from $11 25 to $15 75, or nearly 40 per cent.

The average advance in the rates of agricultural labor, in the same period, in the States of Massachusetts, New York, and Ohio, was 50 per cent.; and this was about the average in the New England, the Middle, and the older Western States.

In the building trades, such as carpenters, bricklayers, plasterers, painters, &c., where the men work by the day and are not constantly employed, the rates of wages are not given, as they differ so widely in different localities, owing to the varying demand for and supply of such labor, and to strikes and local causes, that no fair average rates can be given. Indeed, it is impossible to give the weekly or monthly *earnings* of men who are not *constantly* employed. For instance, a house-joiner may obtain, during part of the year, $4 or $4 50 per day, and another

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carpenter, employed in a manufactory, get but $3. The latter, however, receives his $18 every week for about 50 weeks in a year, earning, therefore, $900 per annum; while the former, owing to unfavorable weather, may not earn over $600 or $700.

The aim has been in the foregoing tables to state the *average earnings of workmen constantly employed* in some branch of industry during the periods and in the countries therein mentioned.

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APPENDIX F.

THE TARIFFS OF THE UNITED STATES.

Statement showing the revenue collected each year from 1789 to 1868, the amount of dutiable imports and free goods imported annually, and the average rate of duty on imports, annually.

	Tariffs.	Customs.	IMPORTS.			Per cent. on dutiable.	Per cent. on aggregate.
			Free.	Dutiable.	Total.		
From Mar. 4, 1789, to Dec. 31							
1791—Aug. 10..	General						
1791—Mar. 3..	Spirits	$4, 399, 473 09			$52, 200, 000		8¼
1792—May 2..	General	3, 443, 070 85			31, 500, 000		11
1793		4, 255, 306 56			31, 100, 000		13¼
1794—June 7..	General	4, 801, 065 28			34, 600, 000		14
1795—Jan. 29..	Supplementary	5, 588, 461 26			69, 756, 268		9
1796		6, 567, 987 94			81, 436, 164		8¼
1797—Mar. 3..	General	7, 549, 649 65			75, 379, 406		10
1798		7, 106, 061 93			6-, 551, 700		10¼
1799		6, 610, 449 31			79, 069, 148		8¼
1800—Mar. 13..	Sugar and wines	9, 080, 932 73			91, 252, 768		9¾
1801		10, 750, 778 93			111, 363, 511		9
1802		12, 438, 235 74			76, 333, 333		16
1803		10, 479, 417 61			64, 666, 666		16
1804—Mar. 26..	Mediterranean fund	11, 098 565 33			85, 000, 000		14
1805—Mar. 27..	Light money	12, 936, 487 04			120, 600, 000		10¼
1806		14, 667, 698 17			129, 410, 00		11¼
1807		15, 845, 521 61			138, 500, 000		11¼
1808		16, 363, 550 58			56, 990, 000		30
1809		7, 296, 020 58			59, 400, 000		12
1810		8, 583, 309 31			85, 400, 000		10
1811		13, 313, 222 73			53, 40 , 000		25
1812—July 1..	War: double duties	8, 958, 777 53			77, 030, 000		11¼
1813—July 13..	Salt	13, 224, 623 25			92, 05, 000		60
1814		5, 998, 772 08			12, 965, 000		47
1815		7, 282, 942 22			13, 041, 274		55
1816—April 27..	Min. for protection	36, 306, 874 88			147, 103, 000		25
1817		26, 283, 348 49			99, 250, 000		27
1818—April 20..	Iron and alum	17, 176, 385 00			121, 750, 000		14
1819—Mar. 3..	Wines	20, 283, 608 76			87, 125, 000		23
1820		15, 005, 612 15			74, 450, 000		20¼
1821		18, 475, 703 57	$10, 082, 313	$52, 503, 411	62, 5*5, 724	35. 6	29. 5
1822		24, 066, 066 43	7, 298, 708	75, 942, 833	83, 241, 541	31. 7	28. 9
1823		22, 402, 024 29	9, 048, 298	68, 530, 979	77, 579, 267	32. 7	28. 8
1824—May 22..	General rise	25, 486, 817 86	12, 563, 773	67, 985, 234	80, 549, 007	37. 5	31. 6
1825		31, 653, 871 50	10, 947, 510	85, 392, 565	96, 340, 075	37. 1	32. 8
1826		26, 083, 861 97	12, 567, 769	72, 406, 7.8	84, 974, 477	34. 6	30. 7
1827		27, 948, 956 57	11, 855, 104	67, 628, 964	79, 484, 068	41. 3	35. 1
1828—May 19..	Min. extended	29, 951, 251 90	12, 379, 176	76, 130, 648	88, 5 9, 824	39. 3	33. 8
1829		27, 648, 701 11	11, 805. 501	62, 687, 026	74, 492, 527	44. 3	37, 1
1830—May 20..	Coffee, tea, molasses	28, 389, 505 05	12, 746, 245	58, 130, 675	70, 876, 920	48. 8	40
1831		36, 596, 118 19	13, 456, 625	89. 734, 499	103, 191, 124	40. 8	35. 4
1832—July 14..	Modifications	29, 341, 175 65	14. 249, 453	86, 779, 813	101, 029, 266	33. 8	29
1833—Mar. 2..	Compromise	24, 177, 578 52	32, 447, 950	75, 670, 361	108, 118, 311	31. 9	22. 4
1834		18, 960, 705 96	68, 393, 180	58, 128, 152	126, 521, 332	32. 6	15
1835		25, 890, 726 66	77, 940, 493	71, 935, 249	149, 895, 742	36. 0	17. 2
1836		30, 818, 327 67	92, 056, 481	97, 923, 554	189, 980, 035	31. 6	16. 2
1837		18, 134, 131 01	69, 250, 031	71, 739, 186	140, 989, 217	25. 3	12. 4
1838		19, 702, 925 45	60, 860, 005	52, 857, 399	113, 717, 404	37. 8	17. 3
1839		25, 554, 533 96	76, 401, 792	85, 690, 340	162, 092, 132	29. 9	15. 8
1840		15, 104, 790 63	57, 196, 204	49, 945, 315	107, 141, 519	30. 4	14. 1
1841—Sept. 11..	Free list taxed	19, 919, 492 17	66, 019, 731	61, 926, 446	127, 946, 177	32. 2	15. 6
1842—Aug. 30..	General rise	16, 662, 746 84	30, 627, 486	69, 534, 601	100, 162, 087	23. 1	16. 6

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The tariffs of the United States, &c.—Continued.

	Tariffs.	Customs.	IMPORTS.			Per cent. on dutiable.	Per cent. on aggregate.
			Free.	Dutiable.	Total.		
1843		$10,208,000 43	$35,574,584	$29,179,215	$64,753,799	35.7	15.7
1844		29,236,357 38	24,766,881	83,668,154	108,435,035	35.1	26.9
1845		30,952,416 21	22,147,840	95,106,724	117,254,564	32.5	26.4
1846—Aug. 6	Revenue tariff	26,712,668 00	24,767,739	96,924,058	121,691,797	26½	21.9
1847		23,747,865 00	41,772,636	104,773,002	146,545,638	22½	16.2
1848		31,757,071 00	22,716,603	132,282,325	154,998,928	24	20.4
1849		28,346,739 00	22,377,665	125,479,774	147,857,439	23	19.2
1850		39,668,686 00	22,710,382	155,427,936	178,138,318	25.2	22.3
1851		49,017,568 00	25,106,587	191,118,345	216,224,932	26	22.6
1852		47,339,326 00	29,692,934	183,252,508	212,945,442	26	22.2
1853		58,931,865 00	31,383,534	236,595,113	267,978,647	25	22
1854		64,224,190 00	33,285,821	271,276,560	304,562,381	23.5	21.1
1855		53,025,794 00	40,090,336	221,378,184	261,468,520	23	20.3
1856		64,022,863 00	56,955,706	257,684,236	314,639,942	25	20.3
1857—Mar. 3	General	63,875,905 00	66,729,306	294,160,835	360,890,141	21.5	17.7
1858		41,789,621 00	80,319,275	202,293,875	282,613,150	20	14.8
1859		49,565,824 00	79,721,116	259,147,014	338,768,130	19	14.6
1860		53,187,511 00	90,841,749	279,872,327	362,166,254	19	14.7
1861—Mar. 2, Aug. 5, Dec. 24		39,582,186 00	*134,559,196	218,180,191	352,739,387	18.1	11.2
1862—July 14	General	49,056,398 00	*91,603,481	183,843,458	275,446,939	26.7	17.7
1863—Mar. 3		69,059,64 00	44,826,029	208,093,891	252,919,920	33.2	23.7
1864—June 30	General	102,316,153 00	*54,244,183	275,320,951	329,565,134	37.2	31
1865—Mar. 3		84,928,260 00	54,329,588	194,226,064	248,555,652	43.7	34.2
1866—Mar. 14, May 16, July 28		179,046 630 00	69,728,618	375,783,540	445,512,158	47.06	40.2
1867—Mar. 2	Wool and woollens	176,417,811 00	39,105,708	372,627,601	411,733,309	47.34	42.8
1868		164,464,599 56	29,804,147	343,605,301	373,409,448	47.86	44

* In these amounts are included imports into the southern ports during the war, from which no revenue was derived, viz: In 1861, $17,089,234; in 1862, $90,789; and in 1864, $2,220.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 17.

LEAGUE ISLAND.

LETTER

FROM

THE SECRETARY OF THE NAVY,

IN RELATION TO

League island.

JANUARY 5, 1869.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, January 4, 1869.

SIR: By the act of Congress approved on the 18th of February, 1867, it was ordered "that the Secretary of the Navy be, and is hereby, authorized to receive and accept from the city authorities of the city of Philadelphia the title to League island, in the Delaware river, and adjacent marsh land, including the whole of the creek known as the Back channel, from the Schuylkill to the Delaware river, and all the riparian rights and privileges of said League island, adjacent marsh, and Back channel, together with so much of the opposite shore of the Back channel from League island shore as shall, in the opinion of the Secretary of the Navy, be ample to enable the government to have the sole and exclusive use of said Back channel and both shores thereof; the said island and appurtenances to be held for naval purposes, by the government of the United States: *Provided*, That the said League island, marsh adjacent, and Back channel, with its shores as aforesaid, shall not be received or accepted until the title to the whole of the same, as herein described, is complete and indefeasible, nor unless the acceptance thereof shall be recommended by a board of officers, to be appointed by the President: *Provided further*, That if League island be selected, the navy yard at Philadelphia shall be dispensed with and disposed of by the United States as soon as the public convenience will admit."

All the requirements of the resolution having been complied with, on the 22d of December, 1868, the mayor of the city of Philadelphia and a committee, on behalf of the city authorities, delivered in person at this department a deed with accompanying papers, conveying to the United States, for naval purposes, the property known as League island and its appurtenances, which are referred to and described in the foregoing enactment.

The Attorney General, to whom the deed and papers were submitted in conformity with the requirements of the statute, pronounced the title to be valid, and in pursuance of the authority conferred upon me by the

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act above cited, said island and appurtenances were accepted, "to be held for naval purposes by the government of the United States," and a certificate of acceptance was forthwith forwarded, and has been duly recorded in the records of the city and county of Philadelphia, as required by the laws of Pennsylvania.

In communicating to Congress the completion of the transfer and acceptance of this property, I avail myself of the opportunity of recommending, that before any expenditure shall be made towards permanent works at that station, a thoroughly competent board be appointed to make a preliminary survey of the premises, and that they submit a plan of the improvements which they may recommend to be made and established at that place to the Secretary of the Navy.

It is essential that a national establishment of the importance of the proposed navy yard at League island, with its docks, workshops, manufactories, foundries, &c., should be commenced and carried forward in an intelligent and systematic manner, with a comprehensive and appreciative view of the whole subject, not only for the present but the future. The plan and improvements should be of a character so substantial that many years will be required for their completion; and a commencement should not be made until the subject has been well considered and understood. All the advantages that can be made available, and the true interests of the government, will be best subserved by an examination, to be made by competent engineers and practical men of experience and good judgment, who will report the results and conclusions to which they arrive.

I therefore recommend that an appropriation of ten thousand dollars be made to defray the necessary expenses of the proposed board in making and completing the preliminary survey in conformity with the suggestions herein submitted.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 18.

SURVEYORS GENERAL OF LOUISIANA AND FLORIDA.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

RELATIVE TO

Compensation of surveyors general for Louisiana and Florida, &c.

JANUARY 5, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 5, 1869.

SIR: I have the honor to enclose estimates for the compensation of the surveyors general of Louisiana and Florida, and the clerks required in their respective offices, for the fiscal year ending June 30, 1870.

They were communicated to the department by the Commissioner of the General Land Office, a copy of whose letter on the subject is herewith transmitted.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,
General Land Office, January 2, 1869.

SIR: In submitting our estimates of appropriations for the surveying service for the fiscal year ending June 30, 1870, which I had the honor to do on the 10th of October last, it was then deemed proper to *exclude* the estimates for the service in Louisiana and Florida for the reason that no definite policy had been adopted in regard to the resumption of the surveys in those States, interrupted in 1861 by the events of late hostilities.

Should it be proposed by the Executive to exercise the appointing power by submitting names to the United State Senate for confirmations as surveyors general of Louisiana and Florida for the purpose of closing the unfinished service in those States, it would, in order to make such appointments effectual, be necessary to have adequate appropriations to that end.

Accoringly the enclosed estimates are respectfully presented for such

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action by the department as the Secretary may deem proper under the circumstances.

I have to observe in this connection that there exist sufficient means of former appropriations for the surveying service in the *field*, and hence no estimate for that particular service is submitted.

I have the honor to be, very respectfully, your obedient servant,

JOS. S. WILSON, *Commissioner.*

Hon. O. H. BROWNING,
Secretary of the Interior.

Estimate of appropriations required for the surveying service in Louisiana and Florida, for the fiscal year ending June 30, 1870.

For compensation of surveyors general and their clerks, in addition to the unexpended balances of former appropriations for the same object:

1. For compensation of the surveyor general of Louisiana, per act of March 3, 1831, United States Laws, volume 4, page 492, section 5	$2,000
2. For compensation of the clerks in the office of the surveyor general of Louisiana, per act of May 9, 1836, United States Laws, volume 5, page 26	2,500
3. For compensation of the surveyor general of Florida per act of March 2, 1833, United States Laws, volume 4, page 624	2,000
4. For compensation of the clerks in the office of the surveyor general of Florida, per act of May 9, 1836, United States Laws, volume 5, page 26	3,500
	$10,000

Explanation of the foregoing estimates.

No. 1. $2,000 is estimated, in the belief that the surveyor general will be appointed to complete public surveys in Louisiana, interrupted by the late hostilities.

No. 2. $2,500 is estimated, in the belief that the surveyor general will be appointed to complete public surveys in Louisiana, interrupted by the late hostilities.

No. 3. $2,000 is estimated, in the belief that the surveyor general will be appointed to complete public surveys in Florida, interrupted by the late hostilities.

No. 4. $3,500, is estimated, in the belief that the surveyor general will be appointed to complete public surveys in Florida, interrupted by the late hostilities.

JOS. S. WILSON, *Commissioner.*

DEPARTMENT OF THE INTERIOR,
General Land Office, January 2, 1869.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 19.

PARAGUAY DIFFICULTIES.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN ANSWER TO

A resolution of the House of December 14, *relative to the disposition of the American squadron at Rio Janeiro, and the Paraguay difficulties.*

JANUARY 5, 1869.—Referred to the Committee on Foreign Affairs and ordered to be printed.

To the House of Representatives:

In answer to the resolution of the House of Representatives of the 14th instant, requesting the correspondence which has taken place between the United States minister to Brazil and Rear-Admiral Davis, touching the disposition of the American squadron at Rio Janeiro, and the Paraguay difficulties, I transmit a report of the Secretary of State upon that subject.

ANDREW JOHNSON.

WASHINGTON, *December* 16, 1868.

DEPARTMENT OF STATE,
Washington, December 16, 1868.

The Secretary of State has received a resolution of the House of Representatives of the 14th instant, directing him, if not imcompatible with the public interest, to communicate to that house "all the correspondence in his department, between the Hon. J. Watson Webb, the American minister at Brazil, and Rear-Admiral Davis, touching the disposition of the American squadron at Rio Janeiro, and the Paraguay difficulties."

The Secretary of State has the honor to report that the information called for by the resolution having been this day reported by this department to the President, in answer to a not dissimilar resolution of the Senate, and as that report will undoubtedly be printed, it is supposed to be unnecessary to prepare a duplicate of the papers for the House of Representatives.

Respectfully submitted.

WILLIAM H. SEWARD.

The PRESIDENT.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 20.

BRIDGE OVER THE MISSOURI RIVER AT KANSAS CITY.

LETTER

FROM

THE SECRETARY OF WAR,

IN ANSWER TO

A resolution of the House, of 16th ultimo, relative to a bridge over the Missouri river at Kansas City.

JANUARY 5, 1869.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT, *December* 21, 1868.

The Secretary of War, in obedience to the resolution of the House of Representatives of December 16, 1868, has the honor to submit the report of Brevet Major Charles R. Suter, corps of engineers, upon the bridge over the Missouri river at Kansas City, now in course of construction.

J. M. SCHOFIELD,
Secretary of War.

OFFICE OF WESTERN RIVER IMPROVEMENTS,
No. 4 Public Landing, Cincinnati, Ohio, November 2, 1868.

GENERAL: I beg leave herewith to lay before you the report of Brevet Major C. R. Suter, captain corps of engineers, in relation to the Kansas City bridge, and at the same time to express the hope that the course which he suggests in regard to charters for bridges over the great navigable rivers of the country may be adopted.

I remain, very respectfully, your most obedient servant,

J. N. MACOMB,
Colonel Engineers, Bvt. Col. U. S. A.,
In charge Western River Improvements, &c.

Brevet Major General A. A. HUMPHREYS,
Chief of Engineers United States Army,
Headquarters Corps of Engineers, Washington, D. C.

OFFICE WESTERN RIVER IMPROVEMENTS,
Cincinnati, Ohio, October 20, 1868.

COLONEL: In accordance with your instructions directing me to inspect and report on the bridge over the Missouri river at Kansas City, Missouri, I have the honor to report as follows:

In pursuance of your orders I left Cincinnati on the 5th October, 1868,

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arriving at St. Louis the next day. From this date to the 10th October I was engaged in collecting information concerning the bridge from pilots and captains engaged in navigating the Missouri river. On the 11th October I left St. Louis for Kansas City in company with Mr. M. A. Bryson, representative of the central committee of the Mississippi Valley River Improvement convention. The 12th October was spent in examinations at Kansas City. On stating to the officers of the bridge company the object of my mission, they very courteously gave me all the information in their power; allowing me to examine their maps and plans, and to take copies of such as were necessary to make my report intelligible. Two tracings thus obtained are appended. One shows the general plan of the locality, the other shows the site of the bridge on a larger scale. On the 13th October I returned to St. Louis, which place I left on the 14th, arriving at Cincinnati on the 15th.

Appended to this report is a paper signed by a large number of pilots, captains, and owners of steamers running on the Missouri river, which will give you an idea of the feeling of the river interest on this question.

The Kansas City bridge is situated at Kansas City, Missouri, about one and a half miles below the mouth of the Kaw or Kansas river. It is designed as a crossing for the Kansas City and Cameron railroad, a branch road connecting the Missouri, Pacific and Hannibal and St. Joseph railroads. The North Missouri railroad, in course of construction, will also cross the Missouri on this bridge.

It is intended to be used both for trains and for wagons. The superstructure is a modification of the Warren girder. The piers are built of limestone. Width of roadway 20 feet. The spans are as follows:

Beginning at the Kansas City end the first or shore bay is 67 feet; the second is 133 feet; then comes the draw, the double span being 362 feet; the next span is 200 feet; the next 250 feet; the next 200, and the last 175. All these dimensions are measured on the axis of the bridge. The first pier is 6 feet thick; the second 8 feet; the pivot pier, which is circular, is 30 feet in diameter. The next in order is 8 feet thick, and the 4 others are each 7 feet thick. The bottom chord is 10 feet above the highest known water-mark, the extreme range of water at this place being 37 feet, and the ordinary range 20 feet. The faces of the piers have a batter three-fourths of an inch to the foot. They measure 50 feet in length at low water. The cornice projects 1 foot. The pivot pier has vertical faces with a cornice 2 feet thick. The piers make an angle of 72° with the axis of the bridge. Above and below the pivot pier are masonry rests for the ends of the draw when open. Their faces are parallel to the piers, and they are to be connected with the pivot pier by a frame-work of timber faced vertically like the sides of a ferry slip. Beyond the last pier the bridge is carried 2,373½ feet across the bottom lands on trestles, making the total length of the bridge 3,761½ feet.

The Missouri river makes a large bend at this point, in consequence of which a large body of water always moves along the concave shore, right bank. There is always 20 feet or more of water to be found under the draw. The river has tended constantly to wear into the concave bank, as is shown by the different shore lines marked on the large map. This is partially stopped now by the stone revetment of the bank, which is being carried up to the mouth of the Kaw. When this is completed, the channel line may be regarded as constant. From my observations, I judge that the piers have been built parallel to the direction of the current at low water; but it is evident, from the shape of the shore near the bridge, that there must be a constant tendency of the current to cross to the left bank a little above the site of the bridge. At the time of my examination the current was about two and a half miles an hour, the

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river being four or five feet above extreme low water. In ordinary stages the velocity being only from two to three miles an hour, the attraction of the bank for the particles of water nearest it is sufficiently powerful to keep the channel near the right bank. At high water, however, the velocity runs as high as eight or nine miles an hour, and the attraction of the bank is so far overcome that the main body of water passes off in the direction of the fourth and fifth piers of the bridge. On a chart showing comparative sections of the river bottom at different stages, this action was very plainly shown by the depth of erosion at the point mentioned above. The depth at this point was much greater than that under the draw, which was, however, deep enough to show that a considerable body of water passed through it even at high stages of water. The sheet of water which in floods pours across the low lands of the point opposite Kansas City must deflect the surface current to a certain extent, and probably gives it the same direction as at low water, viz: through the draw. How far below the surface this action extends I cannot undertake to say, but it is reasonable to suppose that a boat would be deep enough in the water to feel the influence of the powerful under-current, which would also certainly make its way to the surface from time to time in boils, eddies, &c. With a current of eight miles an hour, a boat must be going at the rate of at least 12 miles to keep steerage way on her. On approaching the bridge she must hug the right bank to run through the right hand draw. Just before reaching the bridge she is obliged to turn slightly to the right to pass the draw, and at this moment she will feel the influence of the under-current setting across the river. The effect of this will be to slew her stern around and send her through the draw more or less side-foremost. The draw being narrow, a long boat will be very apt to strike on the centre pier, and as she would be going at great speed she would certainly be sunk by the collision.

I think this represents fairly the state of the case, although, not having seen the bridge at high-water, I cannot say positively. I am, however, confirmed in my opinion by the statements of all the pilots I have conversed with on the subject. Their description of the difficulty which they encounter corresponds with what I have stated above, and they all say that when the centre pier is built no large boat will venture to drop through head-foremost. The time lost in turning round and dropping through stern-foremost is a serious matter, and there seems to be no earthly reason why boats should be subjected to this delay and danger. I was informed that several boats have already struck on the cribs filled with stone which are designed for the foundations of the draw rests. Below the present site points could have been found more advantageous as bridge locations than the one adopted; but they all have this disadvantage, that the channel-way is not stable, but shifts from one side of the stream to the other. This is avoided in the present location by the concavity of the bank, which always gives an ample channel depth under the draw.

The bridge company are obliged by their charter to use a pivot drawbridge, which no engineer, I think, would have recommended in this case. It was an excellent locality for using counterbalanced draws, with a half span of say 125 feet, giving a clear way of 250 feet, which would have been sufficient to have allowed the largest boats to pass through sideways if necessary. The act of Congress authorizing the construction of this bridge requires a pivot drawbridge over the main channel of the river, with spans of not less than 160 feet in the clear on each side of the pivot pier of the draw, and also that the adjoining spans shall not be less than 250 feet. If, as seems most rational, the expres-

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sion in the clear was meant for the perpendicular distance from the face of one pier to the face of the next—that is, the width available for passing boats—then the first condition has not been complied with. The width at extreme low-water is only 151.76 feet, and at high-water only 151.69 feet. In this latter case the cornices of the piers, which would only be about eight feet above the water, take off nearly three feet of the available width. Measured on the line of the axis of the bridge, these distances are 159.50 feet at high-water, and 159.57 feet at low-water. The spans adjoining the draw are respectively 133 and 200 feet, instead of 250 feet, as called for.

The bridge presents no obstacle to an ascending boat, which can pass through both spans of the draw equally well. At high-water a descending boat cannot risk the passage of the left span at all, and can only run the right-hand one, at great risk. It would be impossible for a descending boat to pass through this bridge at night. At the time of my examination the first two piers and the abutment were completed and the superstructure over them finished. The foundations for the draw rests were in position and the caisson for building the centre pier was being placed. The next pier was finished. The next two were in process of construction. The two last piers were up and the superstructure over them completed.

In submitting these facts I cannot refrain from calling your attention to the bad results likely to ensue from the manner in which these bridge charters are granted. The act of Congress authorizing the construction of the Kansas City bridge included several others on different rivers, all of them being subject to certain general conditions, which are not general in their application, nor sufficiently complete, if applicable.

My views on the requirements of this particular bridge I have already given, and every bridge built is necessarily subject to special conditions suitable to the particular case. The probability is that within the next few years many railroad bridges will be needed. Unless proper precautions are taken they will almost destroy our river commerce by presenting obstacles which no boat will dare to pass. There is no necessity for this, as bridges can be built which will leave the river navigation safe and untrammelled. My own opinion is that before granting authority to any company to build a bridge the subject should be submitted to an impartial board of military or civil engineers, and the subsequent legislation should be in accordance with their decisions.

I am, colonel, very respectfully, your obedient servant,

CHAS. R. SUTER,
Breret Major U. S. A., Capt. Engineers.

Col. J. N. MACOMB,
U. S. Engineers, in charge of Western River Improvement.

List of papers accompanying this report.

Letter of M. A. Bryson to the Chief Engineer, marked A.

Letter of Chief Engineer to Colonel Macomb, marked B.

Letter of instructions of Colonel Macomb to Brevet Major Suter, marked C.

Protest, signed by pilots, captains, and owners, in regard to Kansas City bridge, marked D.

Extracts from act of Congress authorizing the construction of Kansas City bridge, marked E.

Tracing, showing course of Missouri river in vicinity of Kansas City, Missouri; scale, 1,000′ to 1″.

Tracing, showing location of bridge; scale, 200′ to 1″.

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ST. LOUIS, MISSOURI, *September* 28, 1868.

MY DEAR GENERAL: The cities of the valley return their warmest thanks for the large share of the million and a half.

The bridge over the Missouri river at Kansas City, when completed, will make navigation almost or altogether impossible.

The builders are violating the charter granted by Congress.

The citizens of St. Louis and other cities, and the members of Congress, desire you to send some competent engineer to immediately examine and report the facts to the Attorney General. If you will order one or more of the engineers here, I will accompany them, and render them every aid, and pass them over the railroad.

Please answer immediately.

Your friend,

M. A. BRYSON.

General A. A. HUMPHREYS.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, D. C., October 2, 1868.

COLONEL: The enclosed copy of a letter to these headquarters, from M. A. Bryson, esq., dated September 28, 1868, in relation to the bridge over the Missouri river at Kansas City, is transmitted for your information and for report.

With a view of obtaining all the facts of the case, you will direct your assistant, Brevet Major C. R. Suter, corps of engineers, to proceed at once to Kansas City, and make the necessary examinations, &c.

By command of Brigadier General Humphreys.

Very respectfully, your obedient servant,

I. C. WOODRUFF,
Brevet Brigadier General U. S. A.

Colonel J. N. MACOMB,
Corps of Engineers, Box 825, *Cincinnati, Ohio.*

OFFICE WESTERN RIVER IMPROVEMENTS,
Cincinnati, Ohio, October 5, 1868.

MAJOR: For the purpose of getting all possible information in relation to a bridge which it is understood is about to be constructed from Kansas City, Missouri, over the Missouri river, to the probable injury of the navigation of that stream, you will proceed at once to St. Louis, Missouri, and confer with Mr. M. A. Bryson at that point, and proceed thence to Kansas City, Missouri, in order to ascertain the location and proposed plan and elevation of the bridge, and all facts bearing upon the question of its relation to the navigation, to enable you to prepare a full report on the subject.

On accomplishing this duty you will return to St. Louis, Missouri, and, without further delay there than the business in question may call for, you will proceed thence to Cincinnati, Ohio, and continue your duties with me at this office. I enclose for your information the within copies of two papers just received from the headquarters corps of engineers.

I remain, very respectfully, your most obedient servant,

J. N. MACOMB,
Colonel Engineers, Brevet Colonel U. S. A.,
In charge of Western River Improvements.

Brevet Major C. R. SUTER,
Captain of Engineers, U. S. Army.

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We, the undersigned owners, captains, and pilots of boats navigating the Missouri river, hereby respectfully certify that the Kansas City bridge is not being built at an accessible point, as provided by the law, and greatly hinders and endangers navigation at all times, but especially during a high water, when it is impassible with any degree of safety. And we hereby pledge our best endeavors to effect its removal.

W. P. Lamothe, pilot and owner.
P. Yore, pilot and owner.
James A. Yore, pilot and owner.
David Haney, pilot.
E. W. Gould, owner.
J. P. Fitzgerald, owner.
V. N. Yore, pilot.
H. H. Symmes, captain and pilot.
Grant Marsh, pilot.
T. S. Calhoon, captain and owner.
John R. Arner, pilot.
Henry Keith, pilot.
D. H. Silver, captain and pilot.
J. W. Gartrel, pilot.
William Conley, pilot.
Fred Dozier, pilot and S. B. owner.
J. R. Sousby, pilot.
David L. Keiser, pilot.
T. V. Vorhees, captain.
A. Burback, pilot.
R. G. Baldwin, pilot.
A. Reeder, pilot.
L. Burback, pilot.
John T. Doran, pilot.
J. E. Tebean, pilot.
John T. Strausbury, pilot.
Joseph Feet, pilot.
William C. Jamison, pilot.
Joseph Throckmorton, captain.
Cap. Ben. Johnson, pilot.
Thomas W. Scott, pilot.
H. G. Carson, captain.
J. D. Hooper, pilot.
J. Gunsolis, pilot.
C. W. Blunt, pilot.
John W. Gilhorn, pilot.
Charles A. Wiseman, pilot.
William W. Baker, pilot.
Thomas C. Bigger, pilot.
Jas. W. Gunsollis, captain and pilot.
William Throckmorton, pilot.
J. W. Malin, captain.
George Vickers, pilot.
Edward T. Herndon, captain.
William T. Herndon, pilot.
John Labarge, captain.
James Gunsallas, captain.
H. K. Hazlett, captain and pilot.
W. R. Carter, owner.
J. H. Conn, owner.
J. S. Carter, owner.
Frank Carter, owner.
Henry S. Carter, owner and captain.
Jos. La Barge, jr., captain and pilot.
Jos. C. La Barge, pilot.
W. W. Ashby, pilot.
A. G. La Barge, pilot.
Thomas J. La Barge, pilot.
J. Cartright, captain.
R. Porter, owner.
W. R. Massie, pilot and owner.
Sam. Constant, pilot.
E. B. McPherson, jr., owner.
M. Hillard, owner.
John G. McCoonce, pilot.
Laurence Wessells, pilot.
John A. Schwab, pilot.
William M. Young, pilot.
R. J. Whitledge, owner.
George W. Boyd, captain.
M. H. Crapster, captain.
E. Spencer, captain.
Samuel Ryder, captain.
Robert B. Bailey, captain.
N. P. Constandt, owner.
Henry McPherson, capt. and owner.
C. F. Sombart, owner.
Thomas W. Brylan, owner.
William W. Ater, owner.
William D. Shanks, captain.
C. S. Rogers, captain and owner.
E. D. Baldwin, pilot.
G. W. Vaughn, pilot.

AN ACT to authorize the construction of certain bridges and to establish them as post roads.—[July 25, 1866.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company, or corporation, having authority from the States of Illinois and Missouri for such purpose, to build a bridge across

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the Mississippi river at Quincy, Illinois, and to lay on and over said bridge railway tracks for the more perfect connection of any railroads that are or shall be constructed to the said river, at or opposite said point; and that when constructed all trains of all roads terminating at said river, at or opposite said point, shall be allowed to cross said bridge, for reasonable compensation to be made to the owners of said bridge, under the limitations and conditions hereinafter provided; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

SEC. 2. *And be it further enacted*, That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken and continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, than fifty feet above extreme high-water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge be less than 250 feet in length, and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river and not less than 300 feet in length: *And provided, also*, That if any bridge built under this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than 160 feet in length, in the clear, on each side of the central or pivot pier of the draw, and the next adjoining spans to the draw shall not be less than 250 feet; and said spans shall not be less than 30 feet above low-water mark, and not less than 10 above extreme high-water mark, measuring to the bottom chord of the bridge, and the piers of said bridge shall be parallel with the current of the river: *And provided, also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same, but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

* * * * * * *

SEC. 10. *And be it further enacted*, That any company authorized by the legislature of Missouri may construct a bridge across the Missouri river at the city of Kansas, upon the same terms and conditions provided for in this act.

* * * * * * *

SEC. 13. *And be it further enacted*, That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges is hereby expressly reserved.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 21.

IMPROVEMENT OF THE DES MOINES RAPIDS.

LETTER

FROM

THE SECRETARY OF WAR,

IN ANSWER TO

A resolution of the House of the 15th ultimo, relative to the improvements of the Des Moines rapids.

JANUARY 5, 1869.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT, *December* 21, 1868.

The Secretary of War, in obedience to the resolution of the House of Representatives, dated December 15, 1868, has the honor to submit a copy of a report from Brevet Major General James H. Wilson, concerning the improvement of the Des Moines rapids.

No special report concerning the Rock Island rapids has been lately received.

J. M. SCHOFIELD,
Secretary of War.

UNITED STATES ENGINEER'S OFFICE,
DES MOINES AND ROCK ISLAND RAPIDS IMPROVEMENT AND ILLINOIS RIVER SURVEY, KEOKUK, IOWA, *December* 3, 1868.

GENERAL: In my annual report, dated August 15, 1868, I estimated that $1,480,000 would be required for the entire and permanent completion of the improvement of the Des Moines rapids. This estimate was based upon the assumption that the embankment and excavation for the canal could be finished at the contract prices of the agreement with William and John Henegan, but since then their contract has been abandoned and the work relet at prices which will materially add to the cost of the same. For this reason I beg to submit herein a revised estimate, which will be found to differ only slightly from the estimate submitted by the board of engineers in their report dated May 13, 1867, viz:

1. For section work of canal	$1,150,000	
Already appropriated and available	700,000	
Required		$450,000
2. For lower lock and fixtures	$470,000	
Already appropriated and available	300,000	
Required		170,000

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3. For middle lock and fixtures, required	$260,000
4. For guard lock and fixtures, required	360,000
5. For the channel improvement at Montrose	350,000
Total required	1,590,000

It should be remembered that so far the only work begun is that on the prism and embankment of the canal and on the lower lock; and in this connection I desire to call your attention to the fact that with partial appropriations no more work can be economically begun than shall be provided for by the appropriations, and that unless the laws governing contracts should be so far modified as to permit the engineer department to enter into contract for the completion of each piece of work that is begun, the entire work must be increased very materially in cost, and be greatly delayed in its final completion. In other words, it is impossible to let either of the foregoing five items of work advantageously or economically without the money is appropriated to complete it, and neither one of them, if completed, can be used till all the others are also completed. They will require about the same length of time for their construction, namely, 18 or 20 months, on the average, and hence should all be put under contract at once, and pushed forward with the same speed to completion. Any other plan of doing the work will spread it out over an indefinite period of time, and if it is done by piece-meal, on partial or inadequate appropriations, it could be made to last about ten years.

The work should certainly be finished so as to be available for navigation at the beginning of the low-water season of 1870, or say by the 1st of July of that year; but in order that this may be done each of its essential parts should be put under contract at the earliest practicable date next spring. And in the mean time the means and authority to push it forward continuously should be supplied.

For this reason I have most urgently to recommend that the entire amount required to complete the entire improvement, namely, $1,590,000, be appropriated this winter, and that I may be authorized to enter into contract, after advertisement for proposals, for the completion of each and all of the essential parts of the improvement. Should Congress think proper to make this appropriation, and wish to limit the rapid expenditure of the money, it might do so by providing that no more than $1,150,000 should be expended during the next fiscal year. This is about the sum that could be advantageously used in the next 12 months, if all the parts of the work could be put under contract early next spring, as will be seen by the enclosed memorandum.

These facts are so clear to my mind, and the recommendations based thereupon so manifestly for the interest of the country, (if the improvement already begun is ever to be finished,) that I venture to request you to communicate the substance of this report to the committee of Congress having the appropriation under consideration. Should any doubt arise in their minds on any point, I should be glad to give them whatever information I possess tending its elucidation.

I am, general, very respectfully, your obedient servant,

J. H. WILSON,
Lieut. Col. 35th Infantry, Brevet Major General U. S. A.

Brevet Major General A. A. HUMPHREYS,
Ch. of Engs., headquarters Corps of Engs., Washington, D. C.

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Satement of expenditure of money.

Section work to June 30, 1869	$200,000	
Lower lock to June 30, 1869	150,000	
		$350,000
Section work from June 30, 1869, to June 30, 1870	500,000	
Lower lock from June 30, 1869, to June 30, 1870	225,000	
Middle lock from June 30, 1869, to June 30, 1870	150,000	
Guard lock from June 30, 1869, to June 30, 1870	225,000	
Montrose channel from June 30, 1869, to June 30, 1870	350,000	
		1,450,000
Total to June 30, 1870		1,800,000
Balance of appropriation on hand		800,000
Required for year ending June 30, 1870		1,000,000
Add 15 per cent., the amount retained from monthly estimates		150,000
		1,150,000

DANIEL C. JENNE,
United States Engineer.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 22.

EMPLOYÉS OF THE POST OFFICE DEPARTMENT.

LETTER

FROM

THE POSTMASTER GENERAL,

IN ANSWER TO

A resolution of the House of Representatives relative to a reduction of the force in that department.

JANUARY 5, 1869.—Referred to the Committee on the Post Office and Post Roads and ordered to be printed.

POST OFFICE DEPARTMENT,
Washington, January 5, 1869.

SIR: In reply to the resolution of the House of Representatives, adopted December 16, 1868, on the motion of the Hon. William Lawrence, that the Secretary of State, of the Treasury, of the Department of War, of the Interior, of the Navy, the Attorney General, and the Postmaster General, each be, and are, directed to report to said house, as soon as practicable, *what reduction can be made*, compatible with the public interest, in the number of officers and employés, salaries and expenses, in their respective departments, or in the service connected therewith, I have to report that the present condition of the business of this department is such that no reduction can be made without detriment to the service, and that the continual increase of the business will no doubt make it necessary to employ additional force at an early day.

I have the honor to be, very respectfully, your obedient servant,

ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 23.

NATIONAL BANKING ASSOCIATIONS.

LETTER

FROM THE

COMPTROLLER OF THE CURRENCY,

IN ANSWER TO

A resolution of the House relative to dividends declared by national banking associations, &c.

JANUARY 5, 1869.—Referred to the Committee on Banking and Currency and ordered to be printed.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 5, 1869.

SIR: In response to a resolution of the House of Representatives passed May 25, 1868, directing the Comptroller of the Currency to furnish to the House "a statement of the amount of dividends declared by the national banking associations since their organization under the national banking act; the amount credited to the real estate account distinct from capital expended therefor; the amount credited to the surplus account; the amount of their undivided profits and all losses, each respectively, per annum," I have the honor to state that the information thus called for was not in my possession at the time the resolution was received, but that I immediately addressed a circular to each national bank in the United States calling for such prompt and specific returns as would enable me to comply with the resolution of the House. The returns were not received in time to enable me to report to the House at its last session.

The accompanying statement, which exhibits the aggregates derived from returns received from the several national banking associations, is submitted without comment.

A copy of the circular forwarded to the banks is herewith enclosed, together with a list of 55 banks from which no returns have been received.

I have the honor to be, very respectfully, yours,

H. R. HULBURD,
Comptroller.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

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Amount of dividends declared by national banking associations since their organization under the national banking act	$129,249,535
Amount credited to the real estate account, distinct from capital expended therefor	649,045
Amount credited to the surplus account	42,818,462
Amount of undivided profits for the year 1863	25,250
Amount of undivided profits for the year 1864	3,026,011
Amount of undivided profits for the year 1865	189,114
Amount of undivided profits for the year 1866	14,152,184
Amount of undivided profits for the year 1867	14,669,814
Amount of undivided profits for the year 1868	6,481,145
All losses for the year 1863	Nothing.
All losses for the year 1864	119,456
All losses for the year 1865	1,790,696
All losses for the year 1866	2,281,643
All losses for the year 1867	4,136,243
All losses for the year 1868	1,427,512

LIST OF BANKS NOT REPORTED.

First National Bank, Springfield, Massachusetts.
First National Bank, Washington, D. C.
First National Bank, Towanda, Pennsylvania,
First National Bank, Oskaloosa, Iowa.
First National Bank, Parkersburg, West Virginia.
Second National Bank, Chicago, Illinois.
Third National Bank, Chicago, Illinois.
First National Bank, Buffalo, New York.
First National Bank, Lowville, New York.
First National Bank, Newark, New York.
Sixth National Bank, Philadelphia, Pennsylvania.
Hampshire Co. National Bank, Northampton, Massachusetts.
First National Bank, Decorah, Iowa.
Iron City National Bank, Pittsburg, Pennsylvania.
National Broadway Bank, New York city.
Waldoboro' National Bank, Waldoboro', Maine.
American National Bank, New York city.
City National Bank, Chicago, Illinois.
Mutual National Bank, Troy, New York.
National Bank of the Republic of the City of New York.
Logansport National Bank, Logansport, New York.
Knox County National Bank, Mt. Vernon, Ohio.
Casco National Bank, Portland, Maine.
Farmers and Mechanics' National Bank, Rochester, New York.
First National Bank, Greencastle, Pennsylvania.
Farmers' National Bank, Portsmouth, Ohio.
First National Bank, Richmond, Virginia.
National Exchange Bank, Richmond, Virginia.
Waverly National Bank, Waverly, New York.
Farmers' National Bank, Catskill, New York.
National Bank of Elkton, Maryland.
Mechanics' National Bank of the City of New York.
Cambridge Valley National Bank, North White Creek, New York.
Centreville National Bank, Warwick, Rhode Island.
First National Bank, Bristol, Rhode Island.
National Citizens' Bank of the City of New York.

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First National Bank of La Crosse, Wisconsin.
Citizens' National Bank, Sanbornton, New Hampshire.
Central National Bank, Rome, New York.
Citizens' National Bank, Baltimore, Maryland.
Continental National Bank, New York city.
Traders' National Bank, Boston, Massachusetts.
Merchants' National Bank, St. Louis, Missouri.
First National Bank, Chattanooga, Tennessee.
First National Bank, Neenah, Wisconsin.
Planters' National Bank, Richmond, Virginia.
First National Bank, Houston, Texas.
Miners' National Bank, Salt Lake, Utah.
First National Bank, Helena, Montana Territory.
San Antonio National Bank, San Antonio, Texas.
First National Bank, Fort Dodge, Iowa.
State National Bank, St. Joseph, Missouri.
First National Bank of Idaho, Boise City, Idaho.
First National Bank, Atchison, Kansas.
Portland National Bank, Portland, Oregon.

CONGRESS OF THE UNITED STATES.

IN THE HOUSE OF REPRESENTATIVES,
May 25, 1868.

On motion of Mr. RANDALL,

Resolved, That the Comptroller of the Currency be directed to furnish to this house a statement of the amount of dividends declared by the national banking associations since their organization under the national banking act.

The amount credited to the real estate account distinct from capital expended therefor. The amount credited to the surplus account. The amount of their undivided profits, and all losses, each respectively, per annum.

If such information be not in his possession, he is further directed to take prompt measures to procure and transmit the same to this house.

Attest:

EDWARD McPHERSON, *Clerk*.
By CLINTON LLOYD, *Chief Clerk*.

SIR: You will observe from the foregoing resolution that I am called upon to furnish certain information to the House of Representatives, and that, if I am not in possession of such information, I am instructed to take prompt measures to procure it and transmit the same to the House.

Not having this information in my possession, and having no other means of procuring it, I enclose herewith a blank form, with a request that you fill up the blank so as to give me the desired information with regard to your bank, and in accordance with the terms of the resolution.

Please make return at your earliest convenience.

Very respectfully,

H. R. HULBURD,
Comptroller of Currency.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 24.

BRIDGE BETWEEN BOSTON AND EAST BOSTON.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

Report of a commission appointed to examine Boston harbor relative to the construction of a bridge between Boston and East Boston.

JANUARY 5, 1869.—Referred to the Committee on Roads and Canals and ordered to be printed.

NAVY DEPARTMENT,
Washington, January 5, 1869.

SIR: On the 7th day of July, 1868, Congress, by a joint resolution, directed

That the Secretary of the Navy detail two competent and impartial officers of the navy, and the Secretary of War detail a competent and impartial officer of the engineer corps, who shall compose a commission, whose duty it shall be to make careful examination of the harbor of Boston, and shall report to Congress, at its next session, in what manner the commerce of said harbor and the interests of the United States in the navy yard at Charlestown will be affected by the construction of a bridge over the water between the main land in the city of Boston and East Boston, in the manner provided in an act of the legislature of the State of Massachusetts, entitled, "An act to incorporate the Maverick Bridge Company:" and no bridge shall be erected by said company across said water until the assent of Congress shall be given thereto.

In compliance with the foregoing resolution, Rear-Admirals S. H. Stringham and Charles H. Bell were detailed by the Secretary of the Navy, and J. H. Simpson, brevet brigadier general and colonel of engineers United States army, was detailed by the Secretary of War, for the purposes mentioned.

The board thus constituted assembled in the navy yard at Charlestown, Massachusetts, on the 16th of September, and after public notice, and hearing of witnesses on the part of all parties interested who chose to appear, and after a careful examination, the board unanimously and emphatically reported against the erection of the proposed bridge which had been authorized by an act of the legislature of the State of Massachusetts, because the commerce of the harbor of Boston and the interests of the United States would thereby be very seriously and injuriously affected.

The board completed their labors on the 12th of October and adjourned

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sine die, but before separating transmitted their report and proceedings to the Secretary of the Navy, by whom they are now respectfully submitted to Congress.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

NAVY DEPARTMENT,
Washington, September 4, 1868.

SIR: You are hereby detailed as a member of a commission under the joint resolution of Congress, approved July 7, 1868, in relation to the erection of a bridge in Boston harbor, which is in the following words:

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy shall detail two competent and impartial officers of the navy, and the Secretary of War shall detail a competent and impartial officer of the engineer corps, who shall compose a commission, whose duty it shall be to make careful examination of the harbor of Boston, and shall report to Congress at its next session in what manner the commerce of said harbor and the interests of the United States in the navy yard at Charlestown will be affected by the construction of a bridge over the water between the main land in the city of Boston and East Boston in the manner provided in an act of the legislature of the State of Massachusetts, entitled "An act to incorporate the Maverick Bridge Company," and no bridge shall be erected by said company across said water until the assent of Congress shall be given thereto.

The department has detailed as an associate member of the commission Rear-Admiral Charles H. Bell of the navy, and the honorable Secretary of War has named Brevet Brigadier General J. H. Simpson, of the corps of engineers, to serve as a member of the commission.

The commission will meet Wednesday, the 16th instant, at the navy yard, Boston, and you will proceed to that place accordingly.

The commissioners, after completing their examinations and report agreeably to the requirements of the resolution, will forward the report to this department, to be submitted to Congress at its next session.

The commandant at the navy yard will be instructed to afford the commission such facilities as may be at his command to aid them in the discharge of their duties.

The department has notified the Secretary of War of the time and place of meeting of the commission, and has given the necessary orders to Rear-Admiral Bell. It has also given a similar notification to the governor of Massachusetts and to the mayors of Boston, Charlestown, and Chelsea, so that they may have the opportunity of an interview or of communicating with the commission, should they so desire, with regard to the matters referred to in the resolution. You will give them and other parties in interest an opportunity to be heard.

After completing your duties under this order return to your domicile.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. H. STRINGHAM,
United States Navy, Brooklyn, New York.

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UNITED STATES NAVY YARD,
Boston, September 16, 1868.

The commission appointed by the honorable Secretaries of the Navy and of War, under the joint resolution of Congress approved July 7, 1868, "in relation to the erection of a bridge in Boston harbor," assembled according to orders at the navy yard, Boston, on this 16th day of September. Present as members of the commission, Rear-Admiral S. H. Stringham, president; Rear-Admiral C. H. Bell and Brevet Brigadier General J. H. Simpson.

The commission proceeded to the consideration of the business before it and read the papers transmitted for its instruction by the honorable Secretary of the Navy, comprising letters from the chairman of the harbor commissioners of Boston, the mayor of Charlestown, and the act of incorporation of the Maverick Bridge Company, with the veto message of the governor of the State of Massachusetts thereon.

The governor of the State was advised that the commission would be in session to-morrow, the 17th instant, as were also the mayors of Boston, Charlestown and Chelsea, and the secretary of the Boston Board of Trade.

At 2 o'clock p. m. the commission adjourned to meet at 10 o'clock to-morrow, the 17th instant.

THURSDAY, *September* 17, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment. Present, Rear-Admiral Stringham, president; Rear-Admiral Bell and Brevet Brigadier General Simpson.

The minutes of yesterday's proceedings were read and the commission organized for business.

It was determined to require from all parties interested in the matter written statements of their reasons for advocating or opposing the proposed bridge—the advocates of the bridge to have the first hearing.

Counsel for the bridge company and its supporters appeared and stated that they were not prepared with their argument, and requested that time might be allowed for its preparation.

A letter was received from Mayor Shurtleff, of Boston, presenting Judge Edwin Wright as his representative. (A.)

The commission consented to give the time requested by the counsel for the bridge company, and accordingly adjourned at 11 o'clock a. m., to reassemble on Monday, the 21st instant, at 10 o'clock a. m.

MONDAY, *September* 21, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present.

The record of the former day's proceedings was read and the commission gave its attention to the business before it.

Counsel for the Maverick Bridge Company appeared and represented that his argument and plans were still incomplete, and requested an extension of time for their preparation, stating that he would be ready to present them on Thursday.

Counsel for the city of Cambridge objected to the granting of the request, arguing that the time which has elapsed since the passage of the act incorporating the bridge company, and the days already allowed them by the commission for preparation, have afforded ample opportunity for the completion of the arguments and plans of the company.

The commission, after due consideration of the matter, consented to

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comply with the request of the counsel for the bridge company, upon the assurance that he will be ready at the time specified.

The commission therefore adjourned until 10 o'clock a. m. on Thursday, the 24th instant.

THURSDAY, *September* 24, 1868.

The commission assembled at 10 o'clock a. m., agreeably to adjournment; all the members being present. The record of the former day's proceedings was read, and the doors opened for the public hearing.

Counsel for the bridge company appeared and said that he did not clearly understand what was required by the commission, and was still unprepared to present his case.

He requested to be informed whether the commission designed to confine its inquiries to the requirements of the resolution of Congress, concerning "in what manner the commerce of the harbor of Boston, and the interests of the United States in the navy yard at Charlestown, will be affected by the construction of the proposed bridge; and will not consider the necessity for the bridge arising from the exigencies of industry," &c.

It was replied to this that, at the former hearing, the commission had given the definite statement that its inquiries do not extend beyond questions involved in the resolution of Congress, and that they will be confined to the points therein specified; that what is required from the bridge company are only plans of the location and of the character of the structure of the bridge, with statements of the reasons why it will not interfere with the commerce of the harbor and the interests of the United States in the navy yard.

The gentleman stated that he was still unprepared to furnish these, and asked for a further extension of time.

The room being now cleared, the commission held a private consultation, to determine what course shall be adopted to govern its future proceedings.

It was decided to require that the bridge company shall present their case to-morrow morning, and that it is not considered necessary to present the statements of the bridge company, except in so far as they relate to the location and plans of the proposed bridge, to the attention of its opponents.

The doors were then re-opened and the above decision was communicated to the parties interested.

Counsel for the bridge company agreed to present his case to-morrow.

The commission adjourned at 11½ o'clock, until 10 o'clock a. m. on Friday, the 25th instant.

FRIDAY, *September* 25, 1868.

The commission assembled at 10 o'clock a. m., in accordance with adjournment; all the members being present. The record of the last day's proceedings was read.

Letters from Commissioner J. S. Blake, (Z) and from the Messrs. Gilman, (Y) were received and read; they contained remonstrances against the proposed bridge.

Judge Edwin Wright appeared as counsel for the Maverick Bridge Company, also for Mayor Shurtleff, of Boston, and for the committee on bridges.

He reviewed the act incorporating the bridge company, and directed particular attention to section 4 of said act, limiting the rights and powers of the company.

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Concerning the presentation of plans of the bridge, and a statement as to its exact location, he said that the requirements of the commission could not be complied with, inasmuch as the approval of the mayor and aldermen of the city of Boston, in consultation with the harbor commissioners, is necessary under the act to render any plan legally available; that no plan having been so approved, none can, therefore, be furnished to the commission, nor can any definite location for the bridge be pointed out.

He had, however, a plan which was used before the State legislature, in obtaining the act of incorporation of the bridge company, which represents the general characteristics of the proposed bridge. This plan which he presented, (see files C,) he would not have understood to be the one finally determined upon by the bridge company, with the approval of the mayor, &c., as required by the act. The plan was accompanied by a map of the city of Boston and the harbor, upon which is indicated the probable location of the bridge. (B.) The description and specifications of the plan will be ready for presentation on Monday. (D.)

Counsel for property owners of Boston, affected by the erection of the bridge, represented that as the definite location could not be ascertained, all parties interested in the water front are menaced, and requested that he may be allowed time, after the specifications, &c., of their plan is given in by the bridge company, to obtain the necessary evidence for his case, and to prepare his argument in opposition. The commission agreed to allow a reasonable time.

The mayor of the city of Cambridge appeared in behalf of that city and read a remonstrance against the bridge (H;) he also presented a paper (H) signed by many citizens and property owners objecting to the bridge.

Judge Wright, counsel for the bridge company, inquired if he could be furnished with copies of papers presented in opposition to the bridge. The commission reserved its decision upon this point, and will be governed in it by circumstances.

A letter was addressed to Brevet Major General Foster, United States army, in charge of the preservation, &c., of the harbor, asking his views as to the effects upon the harbor of the proposed bridge. (I.)

Awaiting the preparation of the statements of counsel and engineer of the bridge company, which are promised on Monday, the commission adjourned at 12.30 p. m., until Monday, the 28th instant, at 10 o'clock a. m.

MONDAY, *September* 28, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present. The record of the previous day's proceedings was read.

A letter was received from Brevet Major General John G. Foster, United States engineer corps, in charge of the preservation, &c., of Boston harbor, expressing his opinion as to the effect of the erection of the proposed bridge, in reply to the inquiry of the commission conveyed in its letter of the 25th instant, addressed to him. (See file I.)

Mr. Emery, counsel for the bridge company, inquired if the statements of parties coming before the commission are to be read in public, or are to be given in for private use by the commission.

He was informed that all such papers are to be read and presented in open session.

Mr. Emery then read the description of the plan of the bridge laid

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before the commission at its last session, prepared by Mr. T. Willis Pratt, engineer of the bridge company. (See file D.)

Mr. Sewell, representing the harbor commissioners of Boston, disputed the authority of Judge Wright to appear for the committee of the board of aldermen of Boston on bridges, to advocate the erection of the bridge. He stated that such authority was given to Judge Wright, in April last, to go before the legislature in the case, but that the authority was exhausted with the occasion.

Mr. Emery, associated with Judge Wright as counsel for the bridge company, &c., stated that Judge Wright had not yet arrived, but would soon be present; and asked that an opportunity might be allowed him to explain personally his position.

The letter from General Foster, with its accompanying papers, before alluded to, (see file I,) were read.

Judge Wright appeared and presented, on behalf of the bridge company, a statement, which he read before the commission, setting forth his arguments in favor of the proposed bridge, and which is to accompany the plan presented on Friday. (See file E.)

Mr. Sewell, on the part of the harbor commissioners, renewed his charge of the absence of proper authority for the appearance of Judge Wright in behalf of the committee of the board of aldermen of Boston on bridges.

In reply, Judge Wright asserted that he was duly authorized to appear as he had done, and would furnish credentials to the fact.

A letter was addressed to Commodore Rodgers, commandant of the navy yard, asking his views relative to the matter under inquiry.

The counsel for the bridge company and its advocates having nothing further to offer at present, and the counsel for its opponents asking until to-morrow to prepare their statements, the commission adjourned at 12 o'clock m., to meet at 10 o'clock a. m. to-morrow, Tuesday, the 29th instant.

TUESDAY, *September* 29, 1868.

The commission assembled at 10 o'clock a. m., in accordance with the adjournment; all the members being present. The record of yesterday's proceedings was read.

Mr. Emery, counsel for the bridge company, begged to remark that the aldermen of Boston, whose committee on bridges was represented yesterday by his associate, Judge Wright, have entire authority in all matters appertaining to bridges, and to conduct all business affecting them.

Mr. Wheildon, counsel for the city of Charlestown, and other remonstrants against the proposed bridge. He urged that the testimony borne against the proposed bridge by the letter of General Foster conveyed the substance of all that could be offered by him. He represented that the interests of the city of Charlestown are general, and not confined to any one particular in this matter; that all of its business and property will be injuriously affected by the building of the bridge.

He read and presented papers objecting to the bridge from the Fitchburg Railroad Company, (J,) and from the Boston and Maine Railroad Company, (K.) He also presented a remonstrance from owners and occupants of wharves in Charlestown, (M,) and a statement from Hon. Thomas Russell, collector of the port of Boston, relative to the commerce of the port. (N.)

Mr. Wheildon asked if a communication had been received from the mayor of Charlestown, and was informed that a copy of such a paper has

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been transmitted to the commission by the honorable Secretary of the Navy, to whom it was addressed. The counsel for the bridge company was asked if he desired to hear this paper read, and replied that he did not.

Awaiting the statements of the property owners and others of Boston, opposing the bridge, the commission adjourned at 11.30 o'clock a. m.

WEDNESDAY, *September* 30, 1868.

The commission assembled at 10 o'clock a. m., in accordance with adjournment; all the members being present.

Counsel for the Mystic River Corporation read and presented a remonstrance against the proposed bridge. (O.)

Mr. J. B. Thayer, on behalf of merchants of Boston, read and presented protests from merchants of Boston, (P,) from Tudor Company, (R,) from the Boston Gas Company, (S,) and from Geo. M. Barnard, esq., (T.)

He also presented a copy of the remarks made before the legislature of Massachusetts by Mr. James B. Francis, member of the house committee on harbors, in opposition to the bill incorporating the bridge company, and a statement from Mr. Clemens Herschell, civil engineer. (R & Z 6.)

Mr. Wheildon, counsel for the city of Charlestown, and others, stated that he had a large number of papers from various sources remonstrating against the proposed bridge, but, as they were merely confirmatory of the statements already offered, he would not burden the files of the commission with them. He, however, would offer statements from the Fitchburg Railroad Company, (J,) and from the Boston and Lowell and Nashua and Lowell Railroad Company, relative to the business of those roads done above the site of the proposed bridge. (L.)

The commission adjourned at 12 o'clock m., to meet at 10 o'clock a. m. to-morrow, Thursday, the 1st of October.

THURSDAY, *October* 1, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present. The record of yesterday's proceedings was read.

Hon. Josiah Quincy, chairman of the board of harbor commissioners, presented a statement from the engineer of the board relative to injurious effect of the proposed bridge upon the harbor and commerce of Boston. (V, with map.)

Judge Wright, counsel for the bridge company, stated that, in consequence of the absence of the engineer of the company, he could not be prepared to offer his final statement until Wednesday morning next, when he will complete his representation in behalf of the bridge company.

Judge Wright presented a letter of authority to appear before the commission for the committee on bridges of the aldermen of Boston.

The commission adjourned at 11.30 a. m., to meet at 10 o'clock a. m. to-morrow, Friday, the 2d instant.

FRIDAY, *October* 2, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present. The record of yesterday's proceedings was read.

Mr. Nathan Matthews, president of the Winnisimmett Ferry Company, presented the protest of that company against the bridge, and explained the reasons why obstruction would probably occur from ice as a result of its construction. (W.)

Papers were presented by Mr. J. E. Bartlett, enumerating the difficulties and delays at the present time at the draws on Charlestown bridges. (O.)

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Counsel presented protests against the bridge, signed by all the owners and occupants of wharves between East Boston ferry and Charlestown bridge, (U,) and also from the Constitution Wharf Company. (X.)

Mr. Wheildon read a letter from Mr. Francis, civil engineer, relative to his address before the legislature, in opposition to the bridge. (R.)

The commission adjourned at 11 o'clock a. m., other parties desiring to be heard being not prepared, until 10 o'clock a. m. to-morrow, Saturday morning.

SATURDAY, *October* 3, 1868.

The commission assembled at 10 o'clock a. m., in accordance with adjournment; all the members being present. The record of yesterday's proceedings was read.

Mr. Wheildon read a letter from Hon. Thomas Russell, collector of the port of Boston, relative to the statistics of the commerce of Boston, as given by him in a paper before presented to the commission. (N.)

A communication was received from Commodore John Rodgers, commandant of the navy yard, giving his views in opposition to the proposed bridge. (Z 1.)

Requisition was made on the commandant for a map of Boston and vicinity.

The commission adjourned at 11.30 a. m., to meet at 10 o'clock a. m. on Monday, the 5th instant.

MONDAY, *October* 5, 1868.

The commission assembled according to adjournment, at 10 o'clock a. m.; all the members being present. The record of the last day's proceeding was read.

Mr. J. B. Thayer, counsel for remonstrants, presented a letter from Messrs. W. F. Weld & Company, merchants of Boston, representing the injury to commerce which would be caused by the proposed bridge.

Mr. Wheildon presented a paper from Professor Benjamin Peirce, Superintendent of the United States Coast Survey, expressing his objections to the erection of a bridge. (Z 4.)

Mr. Bartlett also presented a paper in opposition to the bridge. (O.)

The commission adjourned at 11 o'clock a. m., to meet at 10 o'clock tomorrow, Tuesday.

TUESDAY, *October* 6, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present. The record of the preceding day's hearing was read.

Mr. H. A. Hill, secretary of the Boston Board of Trade, presented the report of the committee of that board, protesting against the proposed bridge. (Z 3.) Mr. Hill stated that at the meeting of the Board of Trade no member appeared to advocate the cause of the bridge, although the whole number of members, 700, had been notified of the subject to be considered.

Mr. Bartlett presented a paper giving data relative to the dimensions, heights, &c., of vessels plying in Boston harbor. (Z 10.)

Mr. Thayer filed a paper from Mr. Clement Herschell, civil engineer, descriptive of a draw-bridge at Brest, France. (Z 6.)

Mr. Wheildon presented a statement of the commerce of Brighton, at the head of navigation on Charles river. (Z 5.)

Letters were received from Colonel Talcott, chief engineer of the Chicago and Northwestern railroad, in reference to the railroad draw-

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bridge over the Mississippi river at Clinton, Iowa; also a letter from Robert Harris, general superintendent of the Chicago, Burlington, and Quincy railroad, concerning the railroad draw-bridge at Quincy and Burlington. (Z 8 and Z 9.)

The commission adjourned at 11 o'clock to make a tour of inspection of the harbor by invitation of the city government of Boston. The next meeting to be at 10 o'clock a. m. to-morrow, Wednesday.

WEDNESDAY, *October* 7, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present. The record of yesterday's proceedings was read.

Mr. Hill, secretary of the Board of Trade of Boston, filed a paper correcting a misstatement of the paper presented by him at the previous hearing. (Z 3.)

Mr. George Sherman, of East Boston, presented a paper advocating the proposed bridge. (F.)

Judge Wright then appeared in behalf of the bridge company and presented his argument advocating the interests of the company. (Z 7.)

The commission then closed its public hearings upon the matter and adjourned at 12 o'clock m., to meet at 10 o'clock a. m. on Friday, the 9th instant.

FRIDAY, *October* 9, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment; all the members being present. The record of the previous day's proceedings was read and the commission adjourned, awaiting the completion of their report, until Monday, the 12th instant, at 10 o'clock a. m.

MONDAY, *October* 12, 1868.

The commission assembled at 10 o'clock a. m., according to adjournment, all the members being present.

The report of the commission upon the subject under consideration was read and signed by all the members; upon which, its business being completed, under the orders convening it, the commission adjourned sine die.

The above is a true record of the proceedings of the commission, appointed by the honorable Secretaries of the Navy and of War, to investigate the subject of a bridge across Boston harbor, between Boston proper and East Boston, which met at this navy yard, on the 16th of September, and adjourned as stated, on the 12th of October, 1868.

S. H. STRINGHAM,
Rear-Admiral and President of the Commission.

(The papers referred to in the foregoing record are with the report of the commission to the honorable Secretary of the Navy.)

UNITED STATES NAVY YARD,
Boston, October 12, 1868.

SIR: The commission appointed by the honorable Secretaries of the Navy and of War, under the joint resolution of Congress approved July 7, 1868, "in relation to the erection of a bridge in Boston harbor," beg leave most respectfully to submit the following report.

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The resolution referred to reads as follows:

No. 40. *Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Navy shall detail two competent and impartial officers of the navy, and the Secretary of War shall detail a competent and impartial officer of the engineer corps, who shall comprise a commission, whose duty it shall be to make a careful examination of the harbor of Boston, and shall report to Congress at its next session in what manner the commerce of said harbor, and the interests of the United States in the navy yard at Charlestown, will be affected by the construction of a bridge over the water between the main land in the city of Boston and East Boston, in the manner provided in an act of the legislature of the State of Massachusetts, entitled "An act to incorporate the Maverick Bridge Company;" and no bridge shall be erected by said company across said water until the assent of Congress shall be given thereto.

Approved July 7, 1868.

The commission met at this yard, as required by the honorable Secretaries' orders, on the 16th of September last, and immediately proceeded to the investigation of the matter before it; the letters of instructions of September 4th and September 12th, with enclosures from the honorable Secretary of the Navy to the president of the commission, first being read.

The enclosures with the letter of the 12th September consisted of copies of the act of the legislature of Massachusetts incorporating the Maverick Bridge Company, with the veto message of Governor Bullock thereon; copies of letters on file at the Navy Department on the subject of bridging Boston harbor; and a letter from the mayor and citizens of Charlestown remonstrating against the bridge proposed. This correspondence will be found with the minutes of the proceedings of the commission, transmitted herewith, and marked G.

Agreeably to the instructions of the department, the commission has afforded to all parties interested in the proposed bridge an opportunity to be heard.

The Maverick Bridge Company was first requested to present its plans and arguments in favor of the project, and also to anticipate any objections to the structure on account of its injury to the commerce of the harbor and the interests of the United States in the navy yard at Charlestown.

The papers presented on behalf of the bridge company were:

1. A letter from Hon. N. B. Shurtleff, mayor of the city of Boston, presenting Judge Edwin Wright as his attorney to represent his *personal* views in relation to the merits of the bridge. (A.)

2. A map of Boston harbor showing in red lines the probable limits, up and down the harbor, within which the proposed bridge will probably be built. (B.)

3. "The single-draw plan of T. Willis Pratt," in substantial conformity to which, "or such improvements as may be made thereon," the company is required by its charter to build the bridge. (C.)

4. The description of the said plan by Mr. T. Willis Pratt. (D.)

5. The statement of Messrs. Wright and Emery, counsel for the bridge company, explaining their position in not presenting any definite plan or location of the bridge, and showing the advantages of the project and the absence of any just cause for fear of injury to the commerce of the harbor. (E.)

6. A communication from Mr. George Sherman, a citizen of East Boston, favoring the bridge. (F.)

The objections of the opponents of the bridge were next invited, and the following list gives the parties from whom remonstrances or facts bearing against the erection of the structure were received:

1. The mayor and citizens of Charlestown. (G.)

2. The mayor and citizens of Cambridge. (H.)

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3. Brevet Major General J. G. Foster, lieutenant colonel corps of engineers, United States army, in charge of the preservation and improvement of Boston harbor. (I.)
4. The Fitchburg Railroad Company, through Mr. W. W. Wheildon. (J.)
5. The Boston and Maine Railroad Company, through Mr. Wheildon. (K.)
6. The Boston and Lowell and Nashua and Lowell railroads, through Mr. Wheildon. (L.)
7. Owners and occupants of wharves in Charlestown. (M.)
8. Hon. Thomas Russell, collector of the port of Boston. (N.)
9. Mr. J. E. Bartlett, president of the Mystic River Corporation. (O.)
10. Merchants and wharf-owners in Boston and Charlestown, by Mr. J. B. Thayer. (P.)
11. Merchants and ship-owners of Boston. (Q.)
12. The Tudor Company. (R.)
13. The Boston Gas-light Company. (S.)
14. Mr. George M. Barnard. (T.)
15. All the owners and occupants of wharves between East Boston ferry and Charlestown bridge. (U.)
16. Hon. Josiah Quincy, chairman, in behalf of the board of harbor commissioners, (V,) with map.
17. Mr. Nathan Matthews, president of the Winnisimmett Ferry Company, (between Boston and Chelsea.) (W.)
18. Treasurer of Constitution Wharf Company, of Boston. (X.)
19. Messrs. J. F. & F. L. Gilman, Charlestown. (Y.)
20. Commodore George S. Blake, United States navy. (Z.)
21. Commodore Jno. Rodgers, United States navy, commandant of the United States navy yard and station at Boston. (Z 1.)
23. Messrs. W. F. Weld & Co., merchants. (Z 2.)
24. Board of Trade of the City of Boston. (Z 3.)
25. Professor Benjamin Peirce, Superintendent of the United States Coast Survey. (Z 4.)
26. J. G. & N. G. Gooch, representing the interests of Brighton. (Z 5.)
27. Clemens Herschell, civil engineer. (Z 6.)

All papers presented to the commission were read in open session, and all the parties interested, advocates and opponents of the bridge, allowed to make such notes or copies of them as they desired.

After all of the above enumerated papers had been presented to the commission, a statement was submitted by the counsel for the bridge company (Z 7) in rebuttal of the statements and facts submitted by its opponents. Here the testimony closed.

The commission has also inspected the harbor, with a view to obtaining a knowledge of the question before it, both independently and in company with a deputation of the city council of Boston, the chairman of the harbor commissioners, the commandant of the navy yard, and the two officers of engineers of the United States army having charge of the improvements, &c., of the harbor.

Having, therefore, all the facts before them, they proceed at once to discuss the question of the effect of the proposed bridge between Boston and East Boston "upon the commerce of the harbor and the interests of the United States in the navy yard at Charlestown."

Section 2 of the charter of the Maverick Bridge Company authorizes the erection of "a bridge over the water between the mainland in the city of Boston and East Boston." This is all that is said in regard to the locating of the bridge; there is not mentioned a starting or a terminating point. The only information which could be obtained upon this question

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was that it might be located somewhere between the limiting lines marked in red ink on the accompanying map. (B.)

The next inquiry by the commission was as to the plan of the proposed bridge. In the accompanying statement (E) the counsel for the bridge company says "that they have not adopted any plans of bridge nor determined upon any location for the same, under their charter, further than is provided by the charter itself which the commission have. We now turn to the fourth section of the charter, and we read thus:

The said corporation shall construct the piers of said bridge of such materials, size, shape, direction, and position respecting currents and channels, and the said bridge with a draw at right angles with the channel, as near as may be, and with such accommodation for the passage of vessels through the same as the mayor and aldermen of the said city of Boston, on consultation with the harbor commissioners, shall direct or approve, but substantially in conformity to the single-draw plan of T. Willis Pratt, or such improvements as may be made thereon; and in all other respects shall construct the same to the approval of said mayor and aldermen; and shall provide and maintain a suitable steam tug-boat, or such other aids to the passage of vessels through the draw of said bridge, and for other purposes, as the said mayor and aldermen shall direct.

The company, then, are obliged to build a bridge substantially "in conformity with the single-draw plan of T. Willis Pratt, or such improvements as may be made thereon."

Now, Mr. Pratt describes his plan (see D) as follows:

This plan was only proposed in outline and contemplated a full width of 75 feet, to be divided into two roadways with a railing between, and two foot-walks, one on each side, outside of the roadways.

The draw-bridge to be nearly in the centre, so as to take advantage of the deepest water, and to be, as required by the act, at right-angles to the current. The suspension principle was adopted for the purpose of obtaining the widest spans, requiring the least number of piers, of which only three are to be constructed, or what would be needed for the draw-bridge alone.

The centre pier to be a cylindroidical one of 70 feet thickness, which must sustain the whole weight of the draw and the machinery contrived for its movements.

The two other piers to sustain the ends of the draw-bridge may be much narrower, probably only 20 feet, and at right-angles to the currents; but in the direction of the current must be the width of the bridge and extended up and down stream a greater or less distance, as may be judged advisable, and with pointed ends, or in the form of sharpened cy indroids.

The piers to be built of hammer-dressed granite, and laid in the most solid and substantial manner upon a pile foundation, if necessary—the piles truncated at or below the bottom of the channel, and the entire superstructure to be clamped and doweled in all directions with heavy metal.

The granite portion of the end piers of the draw to be carried up only to the under side of the roadway, and thence upwards to a sufficient height to be above the tallest masts of sailing ships, say 130 feet, at least, above high-water mark.

The under surface of the draw-bridge to be high enough above high-water mark to allow all tugs, steamers, yachts, &c., to pass freely at all times at least 30 feet above high water.

The draw is to be propelled by steam, and can be turned at notice, without ever detaining a vessel the least instant. This is already an accomplished problem of engineering, and entirely successful.

The total distance across varies from 1,500 feet to 1,800, as may be determined when the bridge is located.

The width of the draw, in the sketch presented, is made 162½ feet of clear water-way each side of the centre pier.

By section four of the act of incorporation, all the details are to be approved by the mayor and aldermen of the city of Boston, on consultation with the harbor commissioners.

On this plan the suspension cables will be shorter than upon any others, as the suspending towers are near the middle of the stream, and anchorages of the cables will be made in what would, in common plans, be the abutments of the bridge, thus not obstructing the approaches to the bridge by extending the cables backwards over the land.

Now the question before the commission is, will such a bridge obstruct navigation to such a degree as to injure the commerce of the harbor or the interest of the United States in the navy yard at Charlestown? and this involves other questions. How is the bridge located with regard to the harbor? what is the relation of the harbor to the world of commerce, foreign and domestic? and what is its relation to the navy yard?

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If you look at the maps of Boston and its vicinity herewith transmitted, (B and B B,) you will find that the proposed bridge will extend right across the most valuable and central part of the harbor, and directly from the very heart of the most business portion of the city, leaving much the larger part of the harbor above its location to be affected by the obstruction of the bridge to vessels both coming to and departing from the wharves; that the bridge would, therefore, affect detrimentally the commerce of Charles river as far as it is navigable; the commerce of Charlestown; the interests of the United States in the navy yard; the commerce of the outlets of Mystic river and Chelsea creek, and of these streams, respectively; and the commerce of all the wharves of Boston proper, and of East Boston above the bridge.

In the words of Mr. J. E. Bartlett, president of the Mystic River corporation, (see paper O,) subscribed under oath, the "said Maverick Bridge, if built as allowed by said act of incorporation, would cut off not less than three-fourths of all the wharves on *deep* water in Boston harbor, together with the United States navy yard, which are now open to free and unobstructed communication with the sea."

But it may be said that the bridge will not be an obstruction for the reason that the draw being 162½ feet wide, steamers and sailing vessels can steam or sail through, or the latter be towed through by a tug without delay. With small steamers there would possibly not be any very great difficulty in passing the draw; but certainly a vessel which could sail directly without hindrance to her dock must be detained more or less by an obstruction which would prevent this. If the wind is adverse, or the tide did not serve, there would be delay, whether she was propelled by the wind or towed by a tug. It is not uncommon, too, that vessels, on account of a favorable wind, come into the harbor in fleets of from 100 to 200 sail. This has occurred since this commission has been in session. Certainly, as the charter provides for but one tug, half of these vessels (the proportion for wharves above the bridge) could not pass through the draw at once. Besides, the requirement of the use of a tug at all, when without the bridge it would not be needed, must entail expense; for the single tug provided by the company could not be ubiquitous to tow every vessel when it was ready. In addition to all this, there is the necessity of coming to an anchor to await the tug, or its turn to pass through the draw; and, when it does pass, if the tug tows it all the way to the wharf, there would frequently be a corresponding detention to some other vessel waiting to pass through; or, if the vessel is not towed to the wharf, there is the delay of making sail again or of anchoring to await another tug; and if the wharf is near the bridge the difficulty and delay of reaching it is increased by the limited space and baffling winds caused by the bridge.

The same may be said of sailing vessels and steamers clearing for sea from wharves near, above, and below the bridge. The former would lose time in being obliged to go up the harbor sufficiently far to lay their course through the draw; and in the latter case the bridge would interfere with the free movements of the vessel to lay her course down the harbor.

The foregoing is all predicated upon the supposition that the draw will always be opened at the proper time for vessels; but if the interest of East Boston is such as to require a structure of more massive proportions and cost than any that has yet been built in this country—if the travel and business is so great that ferry-boats cannot afford the necessary facilities—how great will be the throng of pedestrians and vehicles across the bridge, and what certainty is there that the land traffic and travel will not hinder the opening of the draws. And this

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is likely to occur just in proportion to the number of vessels waiting to use the draw; for, though there is a considerable difference in the time estimated by different authorities for opening and shutting the draw, it is very certain, from the practical difficulties which are observed even in the cases of draws of the smallest dimensions, that a draw of the *colossal size and weight* of the one proposed for this bridge must require much more time than it does to open those of incomparably less weight and dimensions.

Knowing personally Mr. E. B. Talcott, the chief engineer of the Chicago and Northwestern railroads, and Mr. Robert Harris, the superintendent of the Chicago, Burlington, and Quincy railroad, General Simpson, member of this commission, addressed a letter to each of these gentlemen asking information respecting the working of the railroad draw-bridges over the Mississippi river, at Clinton and Burlington, Iowa, and at Quincy, Illinois. These bridges were selected by him because they were first class railroad bridges constructed on the most modern and approved plans, and approximated, in the length and character of their draws, more nearly to that proposed by the Maverick Bridge Company than probably to any others in the country.

The bridge at Clinton, Iowa, was constructed under the direction of Mr. Talcott. Both Mr. Talcott and Mr. Harris are men of the highest respectability, integrity, and intelligence, whose word no one could gainsay; and both, if they had any leaning at all, would most undoubtedly show it in favor of their bridges, and would give the least time possible for the opening and shutting of their draws.

Mr. Talcott writes:

1. The draw-bridge over the Mississippi at Clinton, Iowa, is built of iron on the plan known as Bollman's patent. It is a pivot bridge; extreme length 300 feet.
2. It is a single track bridge.
3. The clear water-way at low water for passage of steamboats is 120 feet.
4. The draw is operated with steam power, but is provided with hand-gear to be used in case the engine should be out of order.
5. The usual time for opening or closing the draw is three minutes, but it can be done in two minutes. (Z 8.)

Mr. Harris writes:

1. The draws in the bridges at Burlington and Quincy are both pivot draws.
2. Double—that is, swinging on the centre and having passages for vessels on each side—160 feet in the clear. The total length of the draw is 360 feet.
3. At present the draw is turned by hand, but we are preparing to turn them by steam. That at Clinton is turned by steam.
4. The bridge is only for a single track and is about 18 feet wide. I will give you the measure width in a supplementary note. [Note gives the width of bridges at 14 feet.]

Using hand power it takes about four minutes to make the necessary preparations, and four minutes to open the Burlington draw.

Using steam it takes three minutes to open the Clinton draw. (Z 9.)

Mr. Harris does not state the time it takes to close the Burlington draw, but it is to be presumed that, as in the case of the Clinton draw, it takes the same time that it does to open it—that is, four minutes.

Now, the Maverick bridge is one-third longer than the Clinton draw, and one-ninth longer than the draws of the Burlington and Quincy bridges. Its width, 75 feet, is five times greater than either of the bridges named; its weight, therefore, would be more than six times that of the Clinton draw, and more than five times that of the Burlington or Quincy draws. Surely, then, when it takes three minutes to open or shut the Clinton draw, and four minutes for the other draws, we are within reason when we estimate four minutes for opening or closing the draw of the Maverick bridge.

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Then the elements of detention to travel may be stated, as we think very justly, as follows:

	m.	sec.
Time allowed to pedestrians and teams to leave the draw before moving 400 feet, at four miles per hour	1	8
Turning the draw by steam-power	4	
Draw open for passage of the vessel, say for a distance of 600 feet of run at three miles per hour	2	16
Closing the draw	4	
Total time of detention of travel for the passage of one vessel	11	24

Now, the counsel for the bridge avers in his rebutting statement (Z 7) that it is "shown by record and certified evidence" that the number of vessels above the line of the proposed bridge for the year 1867 was 9,919. As this number, then, must have passed the line of the proposed bridge on entering the harbor, and will pass it again on clearing, the number of openings of the draw will be double the number of vessels stated, or 19,838. This divided by 365 days of the year, gives 54 openings per day, which, at 11 minutes and 24 seconds for each opening, as above shown, makes 10 hours, 15 minutes, and 36 seconds, as the average duration, in every 24 hours, of interruption to the travel over the bridge by the opening of the draw.

The above, however, as stated, is but the average time that the draw of the bridge would necessarily be open in every 24 hours, supposing each, vessel to pass alone and the draw to be opened and closed for it.

The harbor-master of this port, Mr. John T. Gardner, in his letter accompanying Commodore Rogers's letter to the commission, (Z 1,) certifies that—

He has no doubt in his own mind but that he has seen as many as 200 vessels pass the proposed site of the Maverick bridge in one day; and when a fleet of vessels arrives, he does not think the passage of 100 vessels in a day an unusual occurrence.

Now, in the first case of the passage of 200 vessels, the draw would have to be open, under the above calculation, 38 consecutive hours; and in the latter more common occurrence, of the passage of 100 vessels, 19 hours.

These deductions, from carefully ascertained and incontrovertible data, are adduced to show the conflict which must arise between the land travel over the bridge and the commercial interests of the harbor, and therefore the detriment which may result to both in loss of time and money from changing a good system of ferriage to a single bridge with a draw; and these remarks will apply to any kind of a bridge except a suspension bridge, which should be high enough to admit the passage of vessels of every class under it at any point.

In the foregoing discussion the commissioner has not included a great number of ocean and harbor steamers, tugs and yachts which would have to pass the bridge.

The counsel for the bridge company in his statement (E) says this is effected in T. Willis Pratt's plan by "a clear passage under the bridge of 30 feet at high water, and about 42 feet at low water, by which all steamers, tugs, and small sailing yachts, and other crafts may have unobstructed way at all times." T. Willis Pratt, however, in his description of his plan, says "the under surface of the draw bridge (not of the whole bridge, as stated by the counsel) is to be high enough above high-water mark to allow all tugs, steamers, yachts, &c., to pass freely at all times, at least 30 feet above high water," and his plan accompanying his

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statement corresponds thereto. (C and D.) Now, to show how utterly impracticable this is, Commodore Rodgers in his letter (Z 1) supplies the following data relative to the height of vessels:

	Above load line.	
	To top masthead.	To top-gallant masthead, with lightning-rod.
	Feet.	*Feet.*
Frigate Franklin.....	150. 50	210
Frigate Minnesota	149. 50	205. 50
Frigate Wabash.....	149	205

From which figures it will be seen that so far from steamers of this class passing under the bridge, they would not be able to pass under the suspension cables above the draw, which the plan of Mr. Pratt, as described by him, contemplates, at a possible height of 130 feet above high water. Indeed, in order to the passage of such vessels at all times without hindrance the suspension cables would require a height at the draw of *at least* 212 *feet above high-water mark.*

But even in the case of steamers of the smaller class, except tugs, it appears in evidence, (Z 10,) not to say anything about their masts, that their smoke stacks range from 45 to 61 feet above the water line. How, then, is it possible for vessels, even of this smaller class, to pass anywhere under the bridge, as promised by the counsel, or even under the draw, as stated by Mr. Pratt.

The foregoing proves very conclusively to this commission the that proposed bridge would be a very serious hindrance to the free navigation of the harbor, and, to the degree it is such, damage the commerce of the port and the interests of the United States in the navy yard at Charlestown. Indeed, in the case of the latter the bridge would be an effectual barrier to war vessels, of any except the smallest class, from getting to or leaving the yard; and thus this first class naval depot of our country wouldbe degraded to one of inferior character, if not, indeed, made valueless.

Commodore Rodgers, in his letter upon this subject, (Z 1,)—and the commission fully concurs with him—holds the following language:

It occurs to me as a seaman that the principal harbors, even of a country less extensive than ours, are too useful to the world to be obstructed for merely local purposes.

Into whatever port a ship enters she finds the care takento facilitate navigation is in proportion to the civilization and intelligence of the nation possessing it. She finds in Boston charts published, pilots licensed, light-houses erected, buoys placed, obstructions carefully marked or removed, fortresses built to preserve peace and ensure neutrality.

No nation which has the skill to design the "Maverick bridge" would grant permission to build it.

The immovable property in this navy yard is estimated by the civil engineer of the yard at the value of $30,000,000. This property is held for the sole purpose of sending vessels to sea, and the millions annually expended here have no other ultimate end in view.

The government has now the right of free access to the ocean through a channel stretching from shore to shore.

The Maverick Bridge Company ask permission to confine this passage to a draw.

No experienced seaman can aver that in unfavorable circumstances of wind and tide the passage of a large and deep vessel through the draw would not be fraught with danger at once to the vessel and to the draw.

A very small per cent. of risk would, with so costly a structure as a single steam frigate, amount to a large sum, but the importance of promptly and safely getting a fleet to sea in some national exigency cannot be estimated in coin.

Who can reckon the value of the opportune arrival of a new army corps at Bull Run, for instance, or, in such a case, estimate the national loss involved in a few hours' detention?

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A contingency is possible in which the Maverick bridge might turn the event of a battle.

But for this narrowing the channel, and for the risk of passing the draw, and for the hindrance of our fleet in a national crisis, the Maverick Bridge Company has no equivalent to give, and offers none.

No vessel would choose to beat very near it; no vessel can beat to her anchorage beyond it; no large vessel would choose to anchor within six or seven hundred feet of the bridge, for fear of dragging her anchor in bad weather and swinging against the structure.

The injury to an important part of a great commercial port can scarcely fail to injure the whole, as the paralysis of a limb injures the whole man.

This harbor is the principal one in New England, and the interest involved in its conservation extends wherever its commerce reaches. No local pleas should prevail in so wide a concernment.

But in effect the Maverick bridge, by damaging the property above it, will give an increased value to that below it. It will take away from the United States and from part of its citizens the valuable natural right of unobstructed navigation, whereby the property below the bridge will be benefited.

It may be doubted whether the bridge would do more than change the centre of commerce and money value in the port—it would surely do this; but it is very uncertain whether the draw would not be open too often and too long to leave the bridge useful as a means of transit.

But there are other objections to the bridge than those already mentioned. Its piers will undoubtedly tend to hold and accumulate the ice in winter above the bridge; and the scouring process due to the acceleration of the current, from the contraction of the cross section of the channel, will do its work more or less in lifting the material from the bottom in the vicinity of the bridge, and depositing it at points where it will be most detrimental to the harbor.

Mr. Nathan Matthews, president of the Winnisimmett Ferry (steamboat) Company, on this subject says, for 15 or 20 years last past he has been president or manager of said company, whose boats ply between the cities of Boston and Chelsea; that said boats have been the most potent agents in keeping the upper portion of the harbor *free* of *ice* in the winter season, during the severer portions of which they are obliged to be run all night; that in his opinion, should any obstruction be allowed to be placed in the narrow strait below, (between the main land in Boston and East Boston,) no existing available appliances would be able to prevent said upper portion of the harbor from being closed by ice, and for the time being lost to navigation. (W.)

Professor Benjamin Pierce, Superintendent of the United States Coast Survey, says that he has continued his consideration of the subject with unabated interest, and that his inquiries confirm him in the opinions which he has repeatedly given. He believes that no bridge can be built to East Boston which will not delay navigation much more than it will facilitate trade; that for every ton which will be expedited in transit over the bridge, there will be many tons obstructed in the passage through its draw, and that the gain to the real estate of East Boston will be more than equalled by the loss of value of the wharves. The piers of the bridge will be an obstruction to the ice, and will serve to keep it accumulating above the bridge to the manifest injury of a very large commerce. Each pier will also be a contraction of the channel for the flow of water, and will accelerate its flow, from which would result the same kind of injury as that to which the harbor of Boston has already been subjected by the bridges across the Mystic and Charles. The scouring influence of the water would be increased, and material taken from the bottom in the vicinity of the bridge would be carried into the harbor, where it would be deposited with the previous deposits at those points just where the harbor is most valuable. In one word, then, it would appear that while the proposed bridge may be a small local benefit, it must be a great public injury, and especially injurious to the navy yard at Charlestown. (Z 4.)

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Brevet Major General J. G. Foster, lieutenant colonel of engineers, in charge of the preservation and improvement of Boston harbor, says, "It is a singular coincidence that while the United States is expending nearly half a million of dollars in the preservation and improvement of the harbor and in removing obstructions from the channels, the State should authorize the construction of a greater obstruction, and one especially detrimental to the rights and interests of the United States." (L)

In all that has been stated the commission has said nothing of the tax upon the import and export trade of the district of Boston which will be imposed by the erection of the Maverick bridge.

The amount of this trade in the year 1867, as collected from the statistics of the Boston Board of Trade, was $64,606,626, and as half of it will pass above the bridge and therefore be affected by the extra charges of freight on account of the bridge, to the extent of this additional amount will the cost of all such imports and exports be enhanced to the consumer.

The commission could go into particulars in relation to the interests of the four important railroads which have their terminal wharves and depots on the Charles river above the proposed bridge, and are therefore so situated as to be very materially affected by it. These are the Fitchburg, the Boston and Maine, the Eastern, and the Boston and Lowell railroads. These roads, by their ramifications, extend to the remotest parts of northwestern New England and even to Canada, and it will be sufficient to mention this fact to give a suitable idea of the magnitude of their interests. For further particulars concerning this matter the commission would refer to papers marked J K L.

The commission would also direct attention to the papers from the mayor and citizens of Cambridge (H) in reference to the great interests which their city, reputed to be the second in the State in point of wealth, has in this question.

The commission also refer to the remonstrance of the city of Charlestown, (G;) to the protest of *all* the owners of wharf property in Boston *above* the bridge, (U;) to the paper from the board of harbor commissioners, (V;) and most especially to the report of the committee of the Boston Board of Trade, (23,) unanimously adopted by the board, not one of its 700 members opposing, which most earnestly protests against the proposed bridge, and to the great number of other papers of remonstrance. Indeed, with the exception of one resident of East Boston, the mayor of Boston and his counsel, who either reside in or have interest there, the commission has seen no one who in the slightest degree favors the proposed bridge.

There was a time doubtless when the subject was less thoroughly understood than it appears to be now; when there were some persons who gave their names to the scheme; but during the sessions of this commission none such, save those mentioned, have appeared to prosecute it to success.

In this connection the commission thinks it proper to present the following extracts from the report of the Boston Board of Trade, (Z 3:)

> This charter was given, not in consequence of any special requirements of the general business of the city, nor in response to any urgent demand for it on the part of the commercial community, but simply to supply what was supposed to be needed in the way of additional facilities of communication between East Boston and the city proper. It was initiated as a local measure; it has been advocated almost exclusively by the residents of a single locality; and whatever advantages may result from it, if consummated, will enure chiefly to that locality.

It may be proper to remark here that the population of the island of East Boston, as given by the counsel for the bridge company, numbers

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25,000. That of Boston proper, including East Boston, South Boston, and Roxbury, was in 1867, as estimated in the report of the Boston Board of Trade for 1868, 230,000, or, excluding East Boston, 205,000. This is stated to show the relative importance of the two opposing interests.

East Boston has a steam ferry between it and Boston proper, and, in addition to this, a road connection through Chelsea; and in this respect is certainly better situated than Brooklyn, which has a population of 300,000, with regard to New York city.

The commission presents one more extract from the able report of the Board of Trade:

> The board did not act when the petition of the East Boston people was before the legislature last spring, because it was generally supposed to be impossible that the charter asked for would be granted; and because, also, it was thought that the opposition presented by individuals and corporations more immediately concerned would be sufficient and successful. The refusal of the legislative committee to report a bill, and the veto subsequently by the governor of the bill introduced on leave, indicate the force of the considerations which had been urged against the measure; but, unfortunately, they did not prevent its passage at almost the last moment of the session. The report of the joint committee on the harbor, of the city government of Boston, against sending a petition to the legislature in aid of the bridge, and which was concurred in by both branches, is appended to this report. But we must not be taken at unawares again, and especially now that the field of action has been changed from Boston to the national capital. It is respectfully recommended, therefore, that this report be transmitted to the honorable commission now in session at the navy yard, as an expression of opinion decidedly hostile to the erection of any bridge across the channel between the mainland of the city of Boston and East Boston; and, further, that this board memorialize Congress at its next session to the same effect.

The counsel for the bridge company has furnished the commission with a great deal of testimony, a large part of which seems to have been collected previously to the passage of the act granting the charter to the company, and doubtless to effect it—(accompanying Z 7.) Extracts, also, from the reports of the United States commissioners on Boston harbor, of 1864 and 1866, are adduced in support of his argument; but, as they evidently have regard to the bridges over *Charles river* which the railroad exigencies of the country at large may justify, it is not seen how they in the least apply to the present project of a bridge across the middle of the harbor.

A description and photograph of the bridge at Brest, France, accompany their papers; but, as this bridge does not intercept commerce by passing over the middle of a harbor, and is located right at the mouth of a naval dock, they in this case have no bearing.

There is a great deal of testimony, not in an original shape but attested by the counsel for the bridge company, in relation to the opening and shutting of draw-bridges, which, evidently from its date, was obtained for the purpose of influencing the legislature for the passage of the act of incorporation of the company. But, independent of this fact, they all relate to draws of such small dimensions and weight compared with that proposed for the Maverick bridge, and the vessels passing these draws are of so much less tonnage than ocean steamers and vessels, that they cannot in reason be considered as parallel cases.

The counsel for the bridge company, in their explanatory and rebutting statement, have been pleased to say that

> The company have a large mass of evidence and statistics controverting statements introduced by the opposition, but as these in many instances have been ruled upon by the commission as irrelevant and unnecessary, &c., we refrain from introducing the same:

To all of this the commission replies, that the statement is simply an *untruth:* the commission has not in a single instance refused to receive any paper which the counsel had to present; on the contrary, they adjourned their sessions from day to day, for 10 days, much to the incon-

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venience of the other parties, in order that this very counsel might, as they requested, have all the time necessary to prepare just such papers as they might think proper to present.

The commission having now as it believes presented all the facts and statements of both parties, and given its own reasoning in the premises, respectfully concludes with the emphatic opinion:

1st. That the commerce of the harbor of Boston will be very seriously and injuriously affected by the erection of the proposed Maverick bridge, or by any bridge from Boston proper to East Boston—except a suspension bridge which would allow the passage of vessels of the first class under it at any point.

2d. That the interests of the United States in the navy yard at Charlestown will be very seriously damaged by such bridge.

3d. That a bridge between the points mentioned should not be authorized.

All of which is respectfully submitted by your obedient servants,

S. H. STRINGHAM,
Rear-Admiral and President of the Commission.
CHAS. H. BELL,
Rear-Admiral and Member of Commission.
J. H. SIMPSON,
Bvt. Brig. Gen'l and Col. of Engineers U. S. A., Member of Commission.

A

EXECUTIVE DEPARTMENT, CITY HALL,
Boston, September 16, 1868.

GENTLEMEN: In my inaugural address, delivered before the two branches of the city council, in January last, I called attention to the necessity of a better communication between East Boston (so called) and the peninsular part of the city. This I deemed necessary in consequence of the proposed improvements which I thought would be inaugurated during my administration of the affairs of the city, and from a positive knowledge of the great inconveniences to travel and to transportation of heavy and bulky articles from one to the other of the said parts of the city existing. The suggestions were received very favorably, and persons having a direct interest in the matter petitioned the legislature for an act of incorporation for a bridge to extend from the north part of the city proper to East Boston; and after a protracted legislation, hearings having been most patiently extended to all parties, an act was granted almost unanimously in the senate, and by a very large vote in the house of representatives, even after the interposition of a veto by the governor.

My opinion, since entering upon office and coming into more immediate contact with the business citizens of Boston, has been strengthened respecting the necessity of this communication between the parts of the city being more convenient and substantial than at present; and I consider the fears expressed by some of our estimable citizens as entirely without foundation, and am satisfied that they will so appear as the building of a bridge shall progress. The recent achievements of engineering skill, the new modes of transportation and of moving vessels in harbors, and the general application of steam power, make entirely feasible now, improvements that a few years since would have been deemed

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quite impracticable. I am also convinced that the structure contemplated by the charter of the Maverick Bridge Company, carefully limited as its provisions are, is one that cannot injuriously affect the waters, the tides, or the forces of the harbor. It is my opinion that by it the commercial, mechanical and manufacturing interests of this city and vicinity will be very largely increased. The railroad facilities it will afford, as connected with our domestic and foreign commerce, cannot be now fully anticipated. Fearing that it may not be in my power to give sufficient personal attendance upon your hearings, and believing that you will give the matters intrusted to you that broad and liberal consideration which their great importance demands, I have requested Judge Edwin Wright to appear before your commission and represent my views so far as the public interest shall seem to require attention.

Respectfully,

NATH. B. SHURTLEFF, *Mayor.*

Rear-Admirals S. H. STRINGHAM and C. H. BELL, and Brevet Brigadier General J. H. SIMPSON, *United States Engineers, Commissioners, &c.*

D.

Statement of Mr. T. Willis Pratt, engineer of proposed bridge, accompanying plan.

PLAN OF MAVERICK BRIDGE, AS DESIGNATED IN THE ACT OF INCORPORATION, THE "SINGLE DRAW PLAN OF T. WILLIS PRATT."

This plan was only proposed in outline, and contemplated a full width of 75 feet, to be divided into two roadways, with a railing between, and two footwalks, one each side outside of the roadways, the drawbridge to be nearly in the center so as to take advantage of the deepest water, and to be as required by the act at right angles to the current. The suspension principle was adopted for the purpose of obtaining the widest spans requiring the least number of piers, of which only *three* are to be constructed, or what would be needed for the drawbridge alone; the centre pier to be a cylindroidical one of 70 feet thickness, which must sustain the whole weight of the draw and the machinery contrived for its movements. The two other piers to sustain the ends of the drawbridge may be much narrower, probably only 20 feet, and at right angles to the currents, but in the direction of the current; must be the width of the bridge, and extended up and down the stream a greater or less distance, as may be judged advisable, and with pointed ends or in the form of sharpened cylindroids. The piers to be built of hammer dressed granite, and laid in the most solid and substantial manner, upon a pile foundation, if necessary, the piles truncated at or below the bottom of the channel, and the entire superstructure to be clamped and dowelled in all directions with heavy metal. The granite portion of the end piers of the draw to be carried up only to the under side of the roadway, and thence upwards to a sufficient height to be above the tallest masts of sailing ships, say 130 feet, at least, above high-water mark. The under surface of the drawbridge to be high enough above high-water mark to allow all tugs, steamers, yachts, &c., to pass freely at all times—at least 30 feet above high water.

The draw is to be propelled by steam, and can be turned at notice, without ever detaining a vessel the least instant. This is already an

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accomplished problem of engineering, and entirely successful. The total distance across varies from 1,500 feet to 1,800, as may be determined when the bridge is located.

The width of the draw in the sketch presented is made 162½ feet of clear water way each side of the centre pier. By section 4 of the act of incorporation all the details are to be approved by the mayor and aldermen of the city of Boston, on consultation with the harbor commissioners.

On this plan the suspension cables will be shorter than upon any others, as the suspending towers are near the middle of the stream, and anchorages of the cable will be made in what would in common plans be the abutments of the bridge, thus not obstructing the approaches to the bridge by extending the cables backward over the land. The design was to present the least obstructions either to the flow of the waters, the occupancy of the wharves, or to navigation.

1. By the plan of the bridge proposed, steamers, steam tugs, and all small sailing craft will not be *at all* at any time impeded in their passage up and down, or over any and all parts of the harbor, and to this extent interruption or obstacle by the bridge to commerce is impossible.

2. All vessels entering the harbor in charge of tugs can pass through the draw with as much convenience as over any other part of the harbor, and without the least detention.

3. For other vessels impelled only by sails the draws are the widest yet constructed, so far as I know, and afford ample space for the largest frigate to pass through—even considerably less width would doubtless be regarded ample—but the presence of a steam tug to take all vessels through and to their wharves by steam would seem to do away with any possible hindrance or obstacle to their passing by night or day.

4. The piers in the harbor will not seriously, if at all, affect the water or the forces of the harbor, for with proper position respecting currents, all of which is carefully provided for by this bill, it is a well-settled principle of hydraulic engineering, such piers placed at right lines and at large intervals across a channel produce but slight disturbing causes, and which exhaust their effects in very short periods of time, and the consequent disarrangements of which, if there be any, are of entirely easy and cheap remedy.

5. The great length of the spans render the objection of deleterious effect in respect of ice on a part of the harbor traversed hourly by tugs and other vessels to the amount of such transit in Boston harbor, simply captious and puerile.

6. That bridges have been and are continually permitted where the demands of land transportation and travel have shown an exigency over the demands for a free water navigation, and the obstacles in the present case are intended to be reduced to the minimum in all respects.

7. Almost all movements in Boston harbor of large vessels are accomplished by steam, and this method of movement is yearly increasing, and the bridge contemplated will but slightly interrupt the movements required in the narrows.

8. Excepting the navy yard, the water front that will be above the probable location of the bridge is comparatively small—that express opposition to the bridge—and by much less in extent and inferior in quality to those that will become available by the bridge.

9. It must be acknowledged by all professional seamen that those wharves are the best situated which give the most protection to shipping during the severest windy weather and the most prevalent storms.

10. The entire shore of East Boston, from the "People's Ferry slips" eastward, contains wharves by which vessels are secure in all north, northeasterly, or easterly storms, the prevailing ones of Boston harbor.

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11. A bridge connection might induce or invite the extension of this water front by a solid causeway entirely to Governor's island, a distance of a mile and a half further, thus placing the channel of Boston harbor under the lee of a breakwater for that distance, in addition to which would be the southwest shore of Governor's island of about half a mile, which is controlled by the United States, a plan of which has already had the endorsement of our eminent authorities.

12. If the bridge were located at either of the ferry slips, the ordinary anchorage ground would not only not be obstructed, as large vessels are not now allowed to anchor in the narrows, but would be actually enlarged in area and availibility.

13. The Boston and Albany Railroad Company are now completing their connection by rail with the Grand Junction wharves at East Boston, and by so doing will also secure a connection with every railroad around Boston, and a tide-water depot, the best that can be desired, and at the least expense. Thus a new and large wharf frontage will be opened. The practical success of this movement depends very largely upon the facilities which can be afforded by this bridge, and without which this wharf front must in all reason continue unoccupied and useless to the city and commonwealth as it has for years been.

The writer of this, a native and resident of Boston, now of the age of 56 years, was a student in engineering in the office of Loammi Baldwin, esq., and was first employed on the dry dock in Charlestown navy yard, and subsequently on the dry dock in the Norfolk navy yard. He has also been employed on various railroads in New England, Boston and Lowell, Boston and Worcester, Providence and Worcester, Middletown, Hartford, and New Haven, New York and Boston, and lastly the Eastern railroad, and within the last two years has completed a bridge for the Eastern railroad of 1,200 feet in length across the harbor of Newburyport, near the mouth of the Merrimack river. This bridge has an iron draw of 182 feet, total length, accomplishing the opening of two water-spaces of 65 feet each.

All of which is respectfully submitted.

T. WILLIS PRATT, *Engineer.*

E.

Statement of counsel for the bridge company.

The Maverick Bridge Company, by direction of the United States commission, in session at Charlestown navy yard, September 25, 1868, file the following statement:

First. That they have not adopted any plans of bridge, nor determined upon any location for the same, under their charter, further than is provided by the charter itself, which the commission have.

Second. That the plan upon which said bridge shall be built, material, position, &c., for wise and prudential reasons, were, by the legislature of Massachusetts, deposited in the hands of the mayor and aldermen of Boston, and the harbor commissioners of Massachusetts, as by said charter. That this company have never yet obtained the determination of said bodies, or either of them, in any of said particulars, and have not proposed to do so until the preliminary questions of their authority should have been settled, and until such time they have considered such an effort premature, and as involving an unnecessary expend-

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iture of time and labor, and a very large outlay of money, all of which might become useless. If in this they have erred, it is impossible now to procure such plans, and designate such location for the purposes of this hearing.

Third. This power to determine plans, and fix locations, &c., subject to the limitations of the charter, was lodged in the two bodies aforesaid, in order chiefly that no damage should by it accrue to the waters of the harbor, and no obstructions to commerce, beyond what was inherently necessary in the best style of bridge the present advanced state of engineering could devise.

The harbor commissioners are engaged in works involving surveys and engineering alterations of the harbor.

The city of Boston has for years prosecuted surveys and examinations of all the waters and forces of the harbor and its tributaries for many miles inland, all of which have been conducted by or under the charge of engineers of the United States, and with the results and principles of which they are the custodians. Qualified thus by actual scientific intelligence, and also by their supreme interest for the highest preservation of the harbor, an interest larger and more immediate and more vital than that of any or all other citizens or municipalities, they were adjudged the parties most suitable, and best responsible, to take care that the bridge, demanded by public necessity, should be not only built, but so built that the harbor and its commerce should receive no detriment.

Fourth. The charter requires and permits a bridge which *shall not* objectionally interfere with the qualities or interests of the harbor or commerce of Boston, *and no other*, and has secured this result by the guardian care above named, to whose arbitrament it has submitted directly, or by controlling inference in all its details, but by actually incorporating in the act limitations that make sure that result, viz., that it shall be in substantial conformity to the single-draw plan of T. Willis Pratt, and that a tug shall be constantly maintained by the company.

That conformity fixes the following particulars, to wit:

First. A bridge with only three piers for a draw.

Second. A clear passage under the bridge of 30 feet at high water, and about 42 feet at low water, by which all steamers, tugs, and small yachts, and other craft, may have unobstructed way at all times.

Third. The towers at the ends of the draw to be of sufficient height to allow vessels to pass under their cables clear.

Fourth. A draw, 400 feet in total length, and with two clear passages for vessels of 162½ feet, opening simultaneously; this draw to be operated by steam, and always open for vessels without detention, either by anchoring, or warping, or any other ways.

As nearly all the large vessels, and a large proportion of small ones, enter the harbor at the present day by steam-tugs, all such vessels can pass the line of the bridge, and not by possibility experience any detention, and to this additional extent commerce could not be obstructed.

We are informed that all the vessels of the navy come to the harbor, and to their moorings at the navy yard, by steam, and so they would not be detained.

For vessels passing the bridge by sail the act requires the corporation to maintain a steam-tug to aid in passing them through the draw and to their wharves, and to prevent all detention. This has been practically done, without the slightest delay having at any time occurred, at several bridges in this country, and is now in successful hourly practice.

And with this facility every vessel entering Boston harbor, and passing

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the line of the proposed bridge will have unobstructed passage in one or other of three ways to any point above, viz:

1st. Under the bridge, as, e. g., steam-tugs, &c., &c.

2d. Through the draw by their own steam power.

3d. Through the draw by means of the steam-tug of the company.

Fifth. For further construction details of the bridge we respectfully refer to the statement of the engineer, T. Willis Pratt, esq., accompanying this.

Sixth. In respect to ice. The space above the bridge is traversed daily, every 15 minutes, by two ferry-boats plying between Chelsea and Boston, and the space is constantly traversed by a great number of vessels, amounting, if the statements of the opponents to the bridge be credible, to some 30,000 a year, or 100 a day.

This frequent passing up, down, and across this part of the harbor by vessels of all sizes and styles will, in all but extraordinary occasions, prevent the formation of ice fields; certainly to any such extent that their outward flow would be impeded through bays of a bridge from 600 to 800 feet wide, as the bays of this bridge are.

But in addition to all this the city of Boston has, for many years, kept in constant employ in the winter season, whenever necessary, one or more steamboats to assist in keeping the harbor free of ice for its entire length.

And if any doubt or possible trouble could exist or be apprehended, even beyond this, there will be also added, over and above all, the powerful steam-tug boat kept by the company under the requirements of their charter, always prepared on demand to operate as an ice boat.

And we therefore claim that there neither is, nor can be, any increased danger or difficulty that can be apprehended in this regard over and above what now exists; that increased instrumentalities to secure its being broken up, and facilitate its outflow, will exist, and be in constant employment, and thus the bridge with its appliances become a positive gain to the harbor and commerce of Boston.

Seventh. The area of the harbor, clear and available for commerce, will be materially enlarged. This proposition is self-evident upon the face of things, for it is matter of common knowledge that in *all that part* of the harbor traversed by the ferries, (People's and East Boston,) including the area between them, the rules and the practice of the harbor have uniformly been to allow but one vessel to be anchored. The paths of the ferries are also required to be kept at all times clear for the width of the swing of the ferry-boats, amounting, in the aggregate of both ferries, to from 1,400 to 1,600 feet up and down the harbor.

Now, by the location of the bridge, a permanent and not swinging structure, the whole area occupied by the boats of certainly one line of ferry and the intermediate space between these lines will be relinquished to the purposes and uses of commerce, free and clear of every obstruction. The statement that this area will be diminished or shortened in any degree is simply both absurd and false.

Eighth. As it has hitherto been *conceded on all hands* that the piers of the proposed bridge would not materially injure the waters, currents, or forces of the harbor, and that such injury, if any there should be, would be small in amount, short in duration, easily and quickly remedied, we do not feel called upon to make, in this respect, at present, any further statement.

WRIGHT & EMERY,
Attorneys for Bridge Company.

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F.

Mr. George Sherman, citizen of East Boston, favoring bridge.

The advantageous situation of East Boston marks it for a city equally large and important as the whole of the present city proper of Boston. Its miles of deep water in the shelter of the finest of harbors, easy of access, are impatiently waiting for ten times their present commerce. When favorable sites for cities are so eagerly sought for by capitalists in all parts of the world, why East Boston, possessing a city's natural advantages in an equal degree with Boston, remained 200 years unimproved, we will not now stop to explain. Such is the fact, strange as it seems; but now that men are going to and fro with railroad speed, and knowledge is increased, East Boston cannot be much longer neglected. It possesses acres of the most valuable wharf property, unused, unknown, and neglected. Places for residences and for business equal to any and all those of the city proper are comprised within its limits. The chief reason for such utter neglect is its want of free communication with the large city of which it forms a part, and which certainly ought to be an advantage, not a hindrance and an injury to it. The ferries in their imperfect way furnish a means of access, but they are most forbidding and unpleasant in situation, in accommodation, and in the first requirements of good, sufficient, and easy access. South Boston has three or four bridges, Cambridge two or three, Charlestown its four or five, all of them free, while East Boston has no bridge, only ill-constructed, unsightly ferries, which tax in money all who are obliged to use them. East Boston and Breed's island, both parts of the city of Boston, are nearly equal in extent to the whole of Boston proper. The miles of deep water make it equal to all the rest of Boston for commerce. The extent of vacant land is sufficient for more than double its present population. It is well fitted for the profitable investment of more than 20 times its present valuation of real and personal property. The great obstacle to this improvement is want of means of common, ready access. The extreme caution of capitalists prevents their going to the expense of removing such an obstacle. It should be done by the city or State, as it is for the common benefit of all. The ferries do not furnish the required means of communication, and a single bridge is not sufficient. While access to Boston in any other direction is free, such access by East Boston is burdened with a tax; $500 per day, $150,000 to $180,000 per year, is now paid by one ward of the city for the shabbiest kind of access to the very city of which it is a part. And were these ferries free, and the accommodation such as the city of Boston requires, still a free bridge would be the only real union of the two parts of the city. Ferries keep them separate. In times of fog, during heavy southeast gales, and in the icy times of winter, it is dangerous running the ferries, and communication is sometimes stopped entirely. We want bridge communication and must have it at some time, the sooner the better. If the proposed plan of a bridge will very seriously interrupt navigation let us have another. But this charter having been granted by the legislature of Massachusetts after the fullest discussion of the objections now here brought, it remains for those opposing to show the real obstruction, if any, which this proposed bridge makes. If but little compared to the great advantages accruing from its use, then they who oppose ought to advocate its construction. The adding of a city equal in wealth, commerce, and population, to the present city of Boston, can be no injury to Charlestown, Chelsea, Cambridge, or to any town in our vicinity. Instead of damage or loss their commerce and business will be increased 10, 20, and 100 per

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cent. The head and front of the opposition comes from the belief that free communication with East Boston will hurt the city and its adjacent towns. This is all a mistake, an unfounded fear. It seems clear that a *fac simile* of Boston in situation, and side by side with it, cannot much longer lie unvisited and unknown. Treated with common fairness it will at once take its proper place. Maps that would show the commanding situation of East Boston seem to have been carefully suppressed. Not a single map have I ever found where East Boston and its surroundings are fairly laid down in connection with the city of Boston, and on the same scale. East Boston is like Boston, Halifax, St. John, N. B., New York, or Brooklyn, and the same reasons for their growth, population, and commerce, apply with even greater force. One-tenth of the deep water, one-tenth the wharf room, one-tenth the extent of land placed as East Boston is, anywhere on the Atlantic shore, would make an important commercial city. Why allow longer this mistaken fear and foolish feeling to prevent access free, sure, and constant, to East Boston? Chicago has increased 100, nay 1,000 fold, in wealth and valuation during 20 years past. East Boston, with advantages in many respects superior, has hardly held its own, and real estate in some parts of it is lower than it was 20 years ago! Rents and real estate, the true criterions of value, are lower now and less increased than in almost any place of similar situation within a circuit of 10 miles. Take now from Boston the commercial advantages derived from East Boston, and Boston sinks immediately to a third or fourth-class city. Its growth ceases. Her high stand as a city she owes to the deep water of East Boston; without it, wharf room and accommodations for European steamers for the East India trade, and berths for from one-third to one-half the shipping of Boston, can nowhere be obtained. East Boston's interests are only incidentally mechanical, they are mostly and chiefly commercial, and need the development of good bridge communication.

GEORGE SHERMAN,
Thirteen years a resident of East Boston.

EAST BOSTON, *October* 7, 1868.

G.

Copy of remonstrance of mayor and citizens of Charlestown against the Maverick bridge, addressed to the honorable Secretary of the Navy.

CHARLESTOWN, *August* 19, 1868.

The undersigned, citizens of Charlestown, aware of your official visit to the navy yard of the United States in this city, respectfully ask your attention to the subject of the proposed Maverick bridge, and the contingent suggestion of the removal or discontinuance of the navy yard.

The act of the legislature authorizing the Maverick bridge was passed at the close of the session by a barely constitutional majority, against the earnest protest of the governor of the State, and is unquestionably a measure adverse to the interests of the city of Boston as a commercial port, and still more directly injurious to the property and prosperity of the city of Charlestown.

Under these circumstances, in view of the present and prospective importance of the port of Boston, as one of the chief commercial depots of the country, we cannot err in the statement that the erection of the proposed structure would be unwise, against the opinions and wishes of the

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people of the two cities, and equally opposed to the prosperity and commercial importance of the State.

The great consideration that the bridge will be an obstruction to the free navigation of the harbor, is so overwhelming that it is almost unnecessary to refer to the details or statistics of property and trade sure to be injuriously affected if not utterly destroyed by its erection, including as it would the almost immediate abandonment by the government of one of its most complete naval establishments, justly the pride of the country, renowned in its history, and reliable in its greatest emergencies. The department through which the vast sums appropriated by Congress for the completion of this great naval establishment have been expended, cannot ignore its commanding location, its means for doing the work of the government, the cost of its removal, and the great interests, State and national, which would thereby be sacrificed. No advantages which are claimed to result from the proposed structure are to be found equal to justify a measure so unwise and destructive. If its effects were limited to the navy yard alone, and were in fact no detriment to the city of Boston itself, to Charlestown, and the already embarrassed commercial interests of the more inland cities and towns, the simple consideration that it destroyed one of the finest naval establishments of the country, for no adequate advantage to other interests, would be paramount against its erection; so that, equally destructive to the interests of the government and the interests of commerce, a scheme so fraught with injury to both cannot receive either the consent of the people or the countenance of the government.

We have said that there was no absolute demand for the Maverick bridge. East Boston is situated with regard to Boston proper precisely as the city of Brooklyn is with regard to New York—with this difference: the former may be reached by land conveyance through Charlestown and Chelsea from Boston, and the latter cannot be so reached, under any emergency, from New York. The ferry boats, in both cases capable of carrying everything that offers, ply regularly at all times of the day and night, at rates not higher than the average tolls of bridges; and if not ample to serve the demands of public travel and transportation, are easily to be increased. Nothing beyond East Boston, with a free route by land through Charlestown, would be materially benefited by the proposed bridge, but would participate in the general damage it would impose upon the commerce of the metropolitan city.

The harbor of Boston has heretofore been an object of consideration and care on the part of the general government, and large sums of money have been expended in its survey, in the exploration and preservation of its basins and estuaries, in the care of its islands and the maintenance of its channels, and at the present time is engaged in deepening them and removing obstructions which may impede or impair the commerce of the city. Yet it is apparent to the eye, even to the thought of all who know the topography of the inner harbor of Boston, that nature nor the power of the tempest, nor the washing away of the islands, has ever placed any obstacles to its free navigation for vessels of every tonnage equal to that contemplated by the erection of the Maverick bridge. It is in this sense a measure opposed to all improvement, rendering comparatively of little value all that has heretofore been done for the benefit of the harbor. It is as if an almost completed enterprise of gigantic magnitude and of immense utility for all coming time were to be blasted, or at least restricted, instead of being perfected. No filling up of basins, of estuaries, not even the filling up of the main channel of the harbor, would be so detrimental to the commerce of Boston as the building of

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this bridge, for these would all be susceptible of remedy or removal, which a bridge, once built, would not be. There is no avoiding the conclusion that it would be an obstruction not to be abated by dredging nor removed by blasting; closing up for all time the largest, most important, and by far the most valuable portion of the harbor for all naval or commercial purposes.

But it is not alone any narrowness or obstacles in the channels, or any filling up of estuaries, that has engaged the attention of the government and people, but the restricted capacity of the harbor, the limited water frontage, and the still more stringent limit of deep-water accommodations, both for wharfage and anchorage, have demanded the attention of the civil authorities and the merchants. With a view to the extension and enlargement of these, various plans and large enterprises have been undertaken, and at the present time others, involving vast labor and considerable outlays, are contemplated by the authorities of the State, the particulars and details of which, though well known in this community, may be readily furnished. Under these circumstances, in view of the growth of the country and the expansion of its population over the vast areas of the west, in view of its increasing commerce with other countries, the vast accumulations of produce and manufactures to be exported, and the even greater quantities of manufactured goods and raw material to be imported to meet the growing demands of the country, when all the capacities of commerce, all the tonnage of the country, are sure to be required to meet the emergencies, it seems incredible that parties should be found, from whatever motive, who desire to abridge these means, or a legislature, acting for the interests of the whole people, that should afford them any encouragement.

The whole tendency of the measure proposed, ostensibly for the benefit of a small population justly seeking facilities which they deem advantageous, is to reduce absolutely and essentially the commercial advantages and the commercial importance of the city and the State, sacrificing the larger interests to the lesser, and the general interests of the whole to the private benefit of a few. To say that the true policy of the State, if anything pertaining to the policy of a thoughtful and nurturing government could have been recognized at all, is simply suicidal; is to characterize the act in the mildest terms of reproach. To-day, to-morrow, every day, the true interests of Boston, and therefore of the Commonwealth, and therefore of the nation, is to encourage, enlarge, and extend the commerce of the country, and by every means in the power of the government facilitate its transactions and promote its growth. No other policy can govern an intelligent and progressive people; no other policy can promote their prosperity, elevate their civilization, extend their influence, and promote the common welfare.

The portion of Boston harbor to be affected by the Maverick bridge is by far, for purposes of commerce, its most valuable portion.

Almost any number of bridges in the southerly section of the city, across the narrow channel which passes along its wharves, would be comparatively harmless compared with the one contemplated. From a point in the harbor near the end of Central wharf to the spacious basin lying between the northerly end of Boston, the city of Charlestown, the city of Chelsea, the distance is about 4,500 feet, by the chart, and in this space, with a width of about 1,500 feet, is the deepest water of the harbor, and the only part of the harbor, excepting the channel to the sea, where large vessels can lie at anchor. It is the opinion of Commodore Rodgers, commandant of the navy yard, that no large merchant ship or naval vessel can venture to anchor within 500 feet of the line of the bridge on either side, which, together with the width of the bridge and piers

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would take from the 4,500 feet of anchorage ground at least one-third of the whole, leaving the largest space above the bridge. It would thus not only almost destroy the proper but limited anchorage ground of the harbor for the larger class of vessels, but also leave by far the larger portion of the best wharf property of the city itself above the bridge. All the wharves of Charlestown, (at any one of which a man-of-war will float at low water,) all the wharves in Chelsea, and two-thirds of those at East Boston, together with the navy yard, would also be shut from any convenient access to the sea.

Nor is this all. The commerce of the city of Charlestown above the present bridges across the river, of the city of Cambridge, and towns on Charles river, is approximately represented by the statement that there are over 18,000 passages through the draws of these bridges per annum at the present time, and these, together with not less than 6,000 other passages of vessels going up to Chelsea, and thousands more to portions of Boston and East Boston, and the towns above, all of which would be compelled to pass through the draw or draws, for one draw would not accommodate the commerce the bridge would obstruct. Of the proposed bridge it can be no exaggeration to say, we think, that not less than three-fourths of the entire tonnage of Boston, foreign and domestic, reporting at the custom-house, would be compelled to pass through the draws of the Maverick bridge, should it ever be built. Thus, until the commerce of the port dwindles down to fishing vessels, the bridge itself could not accommodate the travel seeking to pass over it. How much the commerce of Boston and Charlestown would be likely to increase under these circumstances it would not be difficult to calculate; how rapidly it would diminish would be a still more obvious problem.

With respect to the removal of the navy yard, or its discontinuance as a government establishment, we presume either alternative to be dependent upon the free navigation of its waters, and the unobstructed access to its wharves and workshops, without which beyond question it would be comparatively worthless as a means of defence to the port. The Charlestown navy yard was one of the earliest foundations of the government preparatory to the creation of its great arm of national defence, now so efficient to the navy. The interest taken in the enterprise by the citizens of Charlestown at the time, and the sacrifices made by them in its behalf, were accepted as assurance of the patriotic feelings of the people and their devotion to the best interests of the country. We may add that the wisdom of the location, then made in the chief commercial port of the country, has been demonstrated through a series of 70 years, and by the large sums of money expended by the government for its completion and the development of its capacities, so that to-day, unless we have been misadvised, the Charlestown navy yard may safely challenge comparison in many important particulars with any similar depot in the world. Its spacious dock, its foundry, ropewalk, (all of which are believed to be unsurpassed,) its shiphouses, workshops, storehouses, are available to an extraordinary extent by their very compactness as well as by their complete and substantial character.

To destroy such an establishment—the growth of nearly three-quarters of a century under the most liberal appropriations of the government, now representing tens of millions of dollars in its real property and materials, completed and almost perfected in some of its departments, capable of meeting, as it has already met, the most pressing demands of the government—seems so unwise and ill-judged that we do not know how to characterize it by any simple epithet in the language; and, we presume, under other circumstances, would never be contemplated by the government. It seems almost impossible that such a result of

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the legislature of the State could have been considered, and we do but repeat a large public judgment when we say that intelligent gentlemen are unwilling to believe, even with the act before them, that, unopposed and unexposed, it can ever be accomplished.

To create such an establishment, to say nothing here of its location, of the facilities for transportation with all parts of the country by rail-road conections, and its ready means of obtaining supplies, has been the work of two generations. Its destruction by an act of questionable policy and certain injury is not a matter to be lightly considered or capriciously disposed of; it is, in fact, a question of great interest to the State and the nation. The navy yard has become identified, not merely with the city of Charlestown, or the city of Boston, but with the Commonwealth of Massachusetts, and all her interests, manufacturing and commercial; and she has a right to look upon it as one of the evidences of her importance, and the means of her defence. Its establishment was a compliment to her position and services, her commercial importance and growing greatness. Without presuming to urge her claims upon the general government, we may be allowed to say that she has done nothing, unless it be the act which we condemn, to forfeit its regard or confidence.

Entertaining these views of the questions in common, we believe, with the mass of our people, and feeling how deeply the determination of them will affect a large portion of our communities who are, from their position, wholly uninformed in regard to them, we have felt it to be due to them, just and proper on our part, and respectful to the head of the Navy Dapartment of the country, to present them in this form.

We remain, honored sir, with assurance of our high consideration and respect, your obedient servants,

LIVERUS HULL,
Mayor of Charlestown.
HENRY LYON,
WM. W. WHEILDON,
EDWD. THORNDIKE.

Hon. GIDEON WELLES,
Secretary of the Navy.

JUNE 26, 1868.

Alderman Trent offered the following preamble and resolve, viz:

Whereas, by a recent act of the legislature of Massachusetts, authority was given to construct a bridge from the city of Boston proper across the harbor to East Boston, the same being subject to the approval of the Congress of the United States; and whereas the construction of the said bridge would be in the highest degree *detrimental* to the general interests of the city of Charlestown, to the property in its limits bordering on the harbor, and to the trade and prosperity of a large portion of its people: Therefore,

Resolved, That his honor the mayor be requested and authorized to take all necessary measures for the representing of these facts before the Congress of the United States, and of opposing and defeating, if possible, the said project.

Preamble and resolve adopted unanimously, and sent down for concurrence. Came back concurred. Copy of the record.

A true copy. Attest:

DANIEL WILLIAMS, *City Clerk.*

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COMMONWEALTH OF MASSACHUSETTS—IN THE YEAR ONE THOUSAND EIGHT HUNDRED AND SIXTY-EIGHT.

AN ACT to incorporate the Maverick Bridge Company.

Be it enacted by the senate and house of representatives, in general court assembled, and by the authority of the same, as follows: SECTION 1. Gilbert E. Pierce, Nehemiah Gibson, Samuel Hall, Nathaniel McKay, Charles R. McLean, Jeremiah H. Pote, Abraham S. Foss, their associates and successors, are hereby made a corporation by the name of the Maverick Bridge Company; with all the powers and privileges, and subject to all the duties, liabilities and restrictions set forth in the sixty-eighth chapter of the general statutes.

SEC. 2. The said corporation is hereby empowered and authorized to erect a bridge over the water between the mainland in the city of Boston, and East Boston, and to purchase or otherwise take and hold such real and personal estate as may be proper for that purpose, except that the property of the East Boston Ferry Company and that now used by them shall not be so taken, unless the said city shall so direct, and shall permit the said ferry company to run their boats between the landings formerly occupied by the People's Ferry Company, free of charge and keeping the same in repair; and in that case said East Boston Ferry Company are hereby authorized to run their ferry between said landings. The capital stock of this company shall not exceed fifteen hundred thousand dollars, divided into shares of one hundred dollars each.

SEC. 3. The said corporation shall be holden to make compensation to any person or corporation whose real estate shall be taken for the uses aforesaid, and if there shall be a difference of opinion as to the value of the same, the said corporation shall pay therefor such damages as shall be estimated by the board of aldermen of the city of Boston, and either party, if dissatisfied with their estimate, may apply to the superior court next to be held within and for the county of Suffolk, after said estimates shall have been made known to them, and thereupon the same proceedings shall be had as in case of estimating and enforcing payment of damages for laying out ways in said city of Boston.

SEC. 4. The said corporation shall construct the piers of said bridge of such materials, size, shape, direction and position respecting currents and channels, and the said bridge with a draw at right angles with the channel as near as may be, and with such accommodation for the passage of vessels through the same, as the mayor and aldermen of the said city of Boston, on consultation with the harbor commissioners, shall direct or approve; but substantially in conformity to the single-draw plan of T. Willis Pratt, or such improvements as may be made thereon; and in all other respects shall construct the same to the approval of said mayor and aldermen; and shall provide and maintain a suitable steam tug-boat, or such other aids to the passage of vessels through the draw of said bridge, and for other purposes, as the said mayor and aldermen shall from time to time direct.

SEC. 5. The said corporation shall be allowed to collect and receive such tolls as the said mayor and aldermen shall from time to time determine: *Provided, however,* That the rates of toll shall never, without the consent of said corporation, be so much reduced as to reduce the yearly dividends of said company to an amount less than eight per cent. on the amount of capital stock actually invested; except that the same may be so reduced by said mayor and aldermen, if in their judgment the public interests shall require it, the said city making up the amount of said

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deficiency. Such right to collect and receive tolls to commence on the day when the said bridge shall be opened for public use, and to continue for the term of fifty years next thereafter; and at the place of receiving said tolls there shall be constantly exposed to view a sign-board, with the said rates of toll fairly and legibly exhibited thereon.

SEC. 6. The said corporation shall cause to be kept regular books of account, in which shall be entered full, true, exact and plain statements of all the expenses of building the said bridge, and of furnishing and equipping the same, and also a true and accurate account annually of all receipts and disbursements on account of the same, and of keeping it open and in order for public travel, which books of account shall be at all times open to the inspection of said mayor and aldermen, or of any committee thereof, and a copy of said accounts shall be made annually in the month of January, and under oath of the president and treasurer of said corporation, to the board of aldermen of said city of Boston, to and including the thirty-first day of December in each year, and a duplicate copy of the same annually filed in the office of the secretary of the Commonwealth.

SEC. 7. Whenever the receipts of said corporation shall have reimbursed to said corporation the moneys expended by them in the construction of said bridge, its furnishings and equipments, and in keeping the same in good repair and condition, with interest on said expenditures at the rate of eight per cent. per annum, the said corporation shall thereupon immediately in writing notify the said board of aldermen of said city of that fact, and shall thereupon offer the said bridge, its furnishing and equipments, to be surrendered to the said city of Boston, to be, and if accepted by the said city the same shall be, forever thereafter maintained as a free bridge by the said city at the public expense.

SEC. 8. The said city of Boston is hereby authorized, if they shall so elect and determine, by a major vote of the two branches of the city council, in concurrence, to assume and take the franchise granted by this act, with all the rights and privileges belonging to the same, and shall thereupon proceed forthwith to construct the said bridge as a free bridge, at its own expense and for that purpose shall have authority to issue from time to time coupon bonds, notes, scrip, or certificates of debt, as said city council shall, by major vote thereof, fix and determine.

SEC. 9. The said city of Boston, by a vote of the city council, as aforesaid, may, at any time during the continuance of this charter, purchase and take of said company the said bridge and all the franchise, rights, privileges, and property of the said company by paying or offering to pay them therefor such sum as will reimburse them the amount of moneys expended by them in and upon said bridge, its furnishings, equipments, and repair, as aforesaid, with eight per cent. interest thereon, and less the net profits of said corporation from tolls, as aforesaid, and for that purpose shall have authority to issue from time to time bonds, notes, scrip, or certificates of debt, as hereinbefore provided; and upon such payment or offer of payment the said corporation shall forthwith, by proper instruments of title, surrender and convey to the said city the said bridge, with all the franchise, rights, privileges, and property to the same appertaining, and the said bridge shall thereafter be maintained and kept by said city as a free bridge, at the public expense, as aforesaid.

SEC. 10. The said city of Boston, by a vote of the city council, as aforesaid, may assume and take, or purchase of said company, the said bridge and other property, as hereinbefore provided, and have and exercise all the rights, powers, and authority given to said company by this act, and subject to all the duties, liabilities, and restrictions herein

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contained, in such manner and by such agents, officers, and servants as the said city council shall from time to time ordain, appoint, and direct; and shall have a right to collect and receive the same rates of toll as are allowed by the fourth section of this act to said company: *Provided*, that whenever from the tolls collected on said bridge, or from other sources, the said city shall have been fully reimbursed all outlays and expenditures on account of said bridge, and the operation of the same, then the tolls on said bridge shall cease, and the said bridge shall ever after be maintained by said city as a free bridge.

SEC. 11. If said corporation or said city, as the case may be, shall neglect for the space of five years to build and finish the said bridge, then this act shall be void.

SEC. 12. Whenever $200,000 of said capital stock shall have been actually paid in in cash, the said corporation may issue its bonds for an amount not exceeding the residue of its capital stock, at a rate of interest not exceeding eight per cent. per annum, and not exceeding 50 years to their maturity, and secure the same by a mortgage of the said bridge, furnishings and equipments, and of the franchise and privileges thereto appertaining.

SEC. 13. When the said bridge company shall have built the said bridge, they shall offer in writing, to purchase of the East Boston Ferry Company the boats, with their appurtenances, then in use by them for ferry purposes; and in case the two parties fail to agree upon the terms of said purchase, the supreme judicial court, in term time or vacation, shall, on the application of either party, appoint three commissioners to appraise the same at their fair valuation for ferry purposes, and shall fix the terms of purchase thereof; and if the same shall be accepted by said ferry company, they shall thereupon cease to run and maintain a ferry between said Boston and East Boston, and the same shall thereafter be run by said bridge company, with all the rights and privileges now had and enjoyed by the said East Boston Ferry Company; but if the said ferry company shall refuse to sell as aforesaid, the said bridge company shall be held to no further obligations hereunder. And if said bridge company shall fail to pay to said East Boston Ferry Company the amount awarded by said commissioners within 90 days after their award shall have been accepted by the said court, then this act shall be void.

SEC. 14. This act shall take effect upon its passage.

SENATE, *May* 29, 1868.

Passed to be engrossed. Sent down for concurrence.

S. N. GIFFORD, *Clerk*.

COMMONWEALTH OF MASSACHUSETTS.

EXECUTIVE DEPARTMENT,
Boston, June 11, 1868.

To the Honorable Senate:

I herewith return to the senate, in which it originated, a bill entitled "An act to incorporate the Maverick Bridge Company," which I am unable to approve. The late period of the session at which this very important measure has been enacted—at a time, too, when numerous other enactments of great importance are presented to the executive for revision, the consideration of which requires time for proper investigation—prevents me from making to your honorable body so full a

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statement of the reasons which compel my dissent from this bill as would otherwise have been possible. Passing by, therefore, various minor objections to details of the bill, which, under other circumstances, I should suggest to your attention, the main reasons which compel my dissent are mainly these:

First. I am not satisfied that the proposed structure will not lessen the depth of water in the ship channels of the harbor by shifting the places of deposit of the material which is brought down by the tidal and river currents; and without being so satisfied I can under no possible circumstances approve of its erection.

I am advised by Professor Benjamin Pierce, the director of the United States Coast Survey, (whose capacity to pass an intelligent judgment on the question is indisputable, and who, as a citizen of Massachusetts, long residing in the immediate vicinity of Boston, can have none but the true interest of the commercial capital at heart,) that such, in his opinion, will be the result. And I am further advised that such also is the opinion of other eminent scientific authorities. I have no need to enlarge on the detriment which the structure will produce to the welfare and importance, not only of Boston and Massachusetts, but of all New England, if it shall be erected and be found to cause such an effect. The local benefits which it would confer would be but slight compensation for the misfortune of shoaling, by ever so few inches, our harbor channels.

Second. I am advised by large deputations of eminent merchants of Boston and its vicinity that the proposed structure will injure the maritime commerce of the capital in various ways, among which are the following:

1. By lessening the anchorage ground in the harbor, which is already very limited.

2. By diminishing the area of wharfage at and near both termini of the bridge. And I desire to call your attention to the fact that the bill does not designate the points of termination of the bridge on either side of the harbor, but leaves to the option of the corporators the selection of them anywhere along a line of several hundred yards on each shore.

3. By diverting foreign commerce to other localities, perhaps to other ports, as the wharves now principally devoted to that branch of our trade, which is carried on in vessels of the greatest draught, are situated above any line on which it is probable that the bridge would be built.

4. By the diminution of all the various and extensive trade along the shores of Boston, Charlestown, Chelsea, and Cambridge, which lie above the bridge, certain to result from interposing such an obstacle, which, according to this bill, is not to be raised to a height sufficient to permit the free passage of any class of vessels, but is to be traversed by them only by means of a draw.

Third. I am informed by the commandant of the navy yard at Charlestown that certainly the interests, and, in his opinion, the rights of the United States in that establishment will be infringed by such a structure.

Fourth. The harbor commissioners of the commonwealth, and the distinguished military and civil engineers who are engaged on the public works in the harbor, are unanimous in condemning the project as injurious on the foregoing and on other grounds; and to their judgment, in a matter so directly within the province of their investigation, I am constrained to render great deference, since I cannot regard it other than intelligent and impartial.

It is said that there are grave constitutional objections also to the

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assumption of power by the legislature of a State to authorize such an erection over navigable waters. But in the light of the decision of our supreme judicial court, in the case of the Commonwealth *vs.* The Proprietors of the New Bedford Bridge, 2 Grey's Reports, pp. 346, 347, I do not doubt our right and power over the subject, provided our enactments do not interfere with the regulations of Congress; and neither can I doubt the right and power of Congress to interpose at its discretion, and overrule the legislation of a State. Nor have I doubt that, if this bill shall, by your action, become a law, the interposition of Congress will be sought; and, even if the structure were otherwise unobjectionable, I respectfully suggest whether, as the interests and rights of the federal government, not only as the guardian and regulator of commerce, but as itself the actual owner of an immense property at Charlestown and Chealsea and Watertown, are directly affected by the question, it would not be a suitable course to seek first the opinion of Congress as a guide to the legislation of the commonwealth.

Suggestions have been made from respectable and intelligent sources, that this measure has been precipitated, and that the executive sanction should be withheld from the bill in order to make delay, because the merchants of Boston have not believed that it was a serious project, and therefore have neglected to remonstrate with the legislature concerning it as they otherwise might have done, and as it is represented they will do in the future. I hardly need to remark that to such suggestions I give no consideration, and that they deserve none; in the first place, as conveying an unjustifiable imputation on your honorable body; and in the next place, because no class in the community has any right to appeal to the executive for protection against its own negligence. I rest no objections to the bill on such grounds.

But in reference to a matter of such vast importance, which affects directly or indirectly the value of at least a hundred million dollars' worth of property along the shores of Boston and neighboring cities; enhancing it in some quarters, diminishing it in others; which brings us into positive conflict with the Navy Department of the United States, and into possible conflict with Congress; which is disapproved by the harbor commissioners and the engineers employed in the harbor of Boston; which is condemned by certainly a large part of the mercantile community as, on the whole, more injurious than beneficial, apart from any consideration of its effect on the depth of water in the channels; and which, more than all, in the judgment of competent scientific authorities, will result in shoaling the whole harbor; I am unable to give my approval without further discussion and further information to enlighten my judgment than is now possible without delay.

I fully appreciate the local benefits which are expected to result from it to East Boston. I wish, for the prosperity of that locality, that it were possible to attain those benefits in some other way than at the risk of great injury to a community embracing more than the whole of this Commonwealth, and of which the people of East Boston are but a small fraction. But as, after such investigation as I have been able to make, such injury seems to be a probable result of the measure, I cannot give it my assent.

If, upon reconsideration, the general court shall be led to give such weight to these opinions as to concur in a postponement of the enterprise, I trust that I may not be considered to exceed the limits of executive revisal in respectfully suggesting that the bill be referred to the next legislature, and that a commission be specially appointed, or the duty imposed on some existing commission, to investigate meanwhile and re-

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port next January upon all the grounds on which the project is now either opposed or advocated. Possibly also Congress, at its present session, might think advisable to appoint a commission in behalf of the United States to act in concurrence with our own. And if, in the light of the report of such a joint commission, the objections which it has been my duty to set forth shall be shown to be groundless, the measure can then be carried into effect with confidence in its beneficial results.

ALEXANDER H. BULLOCK.

CITY OF CAMBRIDGE, MAYOR'S OFFICE,
September 24, 1868.

GENTLEMEN: The undersigned, in behalf of the city of Cambridge, would beg leave respectfully to make the following statement of facts in relation to the matter now in hearing, viz: That the city of Cambridge has a water front on Charles river of upwards of five miles, and consequently is largely interested in wharf property and heavy business connected therewith which is dependent upon the free and unobstructed navigation of said river and the harbor of the city of Boston, and that any additional obstruction will operate not only to increase the cost of every material transported by water, now consisting largely of supplies of lumber, coal, wood, pig iron, lime, grain, salt, stone, &c., but will operate to preclude and hinder the prosecution of said business, and thus in a great measure annihilate an immense and daily increasing trade, which the necessities of the second city in the State in wealth demand and require. That the construction of this bridge will tend, during a portion of the year, to place an embargo between the Charles River bridge and the one now proposed of ice, which rarely, if ever, now occurs. In short, the positive injury that will be inflicted upon our commerce, should this project be carried out, is so apparent that I trust that the brief statement submitted below of the approximate value of said trade will satisfy your honorable board that the effect of this project, if carried out, upon the trade and property owned in our city but dependent solely upon water communication with the sea, is fairly stated, and that the figures are below, rather than above, the real amount. It is impossible to give you in figures the actual damage to a trade of this description to a city so favorably located as Cambridge, and I submit without comment the following information obtained from the affidavits of the assessors of our city and other officers specially detailed to obtain them:

The number of vessels arriving annually at our city is about 1,500; the estimated value of wharf property now in use, including the buildings thereon, is $2,000,000; the amount of business connected therewith is estimated at $5,000,000; the amount of coal shipped annually is estimated at 1,000,000 tons. A very large amount of lumber, lime, and other raw materials are received by water to supply our many large manufacturing establishments which it is impossible to enumerate. We have a single establishment whose business, I am informed, amounts to $1,500,000. The valuation of our city is upwards of $33,000,000, and our annual increase is about ten per cent. With our extensive water frontage, and the above amount of wharfage and property already enumerated above, I feel sure that I need not say more to convince this

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commission that this enterprise strikes a fatal blow to this branch of our prosperity.

I remain, very respectfully, yours, &c.,

CHAS. H. SAUNDERS,
Mayor of said City of Cambridge.

Rear-Admiral S. H. STRINGHAM, CHAS. H. BELL,
and Brevet Brigadier General J. H. SIMPSON,
Honorable Commissioners appointed under the resolve of Congress in relation to the erection of the proposed Maverick bridge, now in session at the navy yard at Charlestown, Massachusetts.

H.

Remonstrance of mayor and citizens of Cambridge against the building of bridge.

To the commissioners appointed under act of Congress relative to the erection of a bridge across the harbor between Boston and East Boston:

Respectfully represent the subscribers, owners and occupants of wharves in the city of Cambridge, that their property would be damaged by the construction of said bridge, and they believe that all similar property above said bridge would also be depreciated; that the proposed bridge is not demanded by any great public necessity, it being only for the purpose of connecting one ward (an island) with the rest of the city of Boston; and that the damage to the shipping and commercial interests of Boston and other neighboring cities will far outweigh any advantage which may result from the construction of said bridge. They therefore most earnestly remonstrate against such construction.

JOHN B. WINSLOW, *Superintendent Boston and Lowell Railroad.*
JAMES ELLISON, *President of New England Glass Company.*
THOMAS DANA, *President of Bay State Glass Company.*

FLINT & HALL.	BENJ'N G. SMITH.
W. S. BLANCHARD & CO.	PACKARD & SHAW.
WM. C. BROOKS & CO.	J. BALDWIN, JR.
K. S. CHAFFEE, *Treasurer Union Glass Co.*	GALE & RUSSELL.
	HOLMES & RUGG.
WM. WYMAN.	APPLETON HUBBARD.
WELLINGTON BROS.	W. T. RICHARDSON.
BURRAGE, SHEPHERD & CO.	NEWELL BENT.
M. L. SMITH.	A. C. SANBORN & CO.
LUKE & BENT.	HOWLAND & DOUGHTY.
CHAS. W. MUNROE.	DANIELS & CO.
EMERY WILLARD.	OLIVER HASTINGS.

CAMBRIDGE, *September*, 1868.

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I.

Brevet Major General J. G. Foster, U. S. A., in charge of preservation, &c., of harbor.

HOUSE OF REPRESENTATIVES, 40TH CONGRESS,
Washington, D. C., June 22, 1868.

SIR: The legislature of Massachusetts has authorized a bridge to be constructed from Boston to East Boston, across the harbor below the navy yard. A bill giving the assent of Congress to the erection of such bridge has been referred to the Committee on Roads and Canals. If there is any evidence in your department or within your control which will show the committee what would be the effect upon the navigation of the harbor, the area of anchoring ground, or upon the rights and interests of the United States in the Charlestown navy yard, you are requested to furnish such evidence to the committee.

I am, very respectfully, your obedient servant,
BURTON C. COOK, *Chairman.*

Bvt. Maj. Gen. A. A. HUMPHREYS,
Chief of Engineers.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, D. C., June 24, 1868.

GENERAL: Enclosed is a copy of a communication received from the chairman of the Committee on Roads and Canals of the House of Representatives, in relation to the proposed bridge between Boston and East Boston.

You will please report as fully as possible upon the points of inquiry therein contained, giving all facts you may deem important to lay before the committee to show the danger to navigation and to the interests of the United States of such a structure as the bridge proposed.

I am, very respectfully, your obedient servant,
A. A. HUMPHREYS,
Brigadier General Com'dg.

Lieut. Col. and Bvt. Maj. Gen. J. G. FOSTER,
Corps of Engineers, Boston, Mass.

BOSTON, MASS., *September* 26, 1868.

GENTLEMEN: I forward to you a copy of my letter to the Chief of Engineers, dated June 30, 1868, giving my views as to the effect of the bridge proposed to be built by the Maverick Bridge Company from Boston proper to East Boston.

Since the date of that report no new facts have come to my knowledge.

The information contained in the sketches referred to in the report is contained in the sketch herewith enclosed.

I also enclose a copy of the communication of the Chief of Engineers in answer to which my report was made, as well as the act of incorporation and the governor's veto message referred to in my report to the Chief of Engineers.

I remain, gentlemen, very respectfully, your obedient servant,
J. G. FOSTER,
Brevet Major General U. S. A., Lieutenant Colonel Engineers.

The ARMY AND NAVY COMMISSION,
Navy Yard, Boston, Massachusetts.

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BOSTON, MASS., *June* 30, 1868.

GENERAL: I have the honor to acknowledge the receipt of your letter of June 24, enclosing a copy of a communication from the chairman of the Committee on Roads and Canals of the United States House of Representatives, in relation to the proposed bridge between Boston and East Boston, and directing me to report as fully as possible upon the points of inquiry therein contained.

In accordance I have the honor to report as follows with respect to the effect of the proposed bridge:

First. As to "the effect upon the navigation of the harbor." The plans of Mr. T. Willis Pratt, mentioned in the act "To incorporate the Maverick Bridge Company," (copy enclosed,) contemplate the construction of a wire suspension bridge, resting upon three or four large piers of masonry. The bridge is to have a pivot draw of 380 feet in length, thus allowing a passage on each side of the pivot pier of 150 feet. It is proposed to open and close this draw by machinery, and also to employ a steam tug to facilitate the passage of vessels.

The records of the draw-keepers at the bridge across Charles and Mystic rivers give the following as the number of vessels that have passed in the last year:

	Openings.
Chelsea bridge, south draw	5,400
Chelsea bridge, north draw	1,250
Meridian street bridge, East Boston to Chelsea	1,336
Charles river bridge, Boston to Charlestown	8,500
Total openings of draws in one year	16,486

The number of vessels that pass the line of the proposed bridge, going to the wharves in Boston, Charlestown, East Boston, and Chelsea, is at least equal to the above number that pass draws, viz: 16,486; giving the number of vessels that will pass the draw of the proposed Maverick bridge as 32,972. The draw-keepers report that the time occupied by the vessels, which are schooners and others of light draught, in passing their draws varies from 2 to 15 minutes, and averages at least 5 minutes. At the new railroad bridge across the Merrimack at Newburyport the time occupied in merely opening and closing the draw of 190 feet in length, without waiting for the passage of a vessel, is 4½ minutes.

The vessels that are to pass the Maverick bridge are the largest that enter the harbor, being those of the India trade and others of equally heavy tonnage that have their wharves in Boston, from Battery wharf around to the Charles river bridge, and the vessels of war of the navy. These heavy vessels, difficult of navigation at the best in a limited space, will be still more difficult to manage in passing the draw at the low rate of speed necessary to guard against serious accidents, and in the increased velocity of the currents caused by the piers. It is not unreasonable, then, to estimate that with all the advantages of steam in manœuvring the draw and towing vessels through, the time consumed in opening the draw, passing the vessel, and shutting it will be at least five minutes.

This will amount to 164,860 minutes in the year, or 452 minutes—7 hours and 32 minutes—in each day. The transit across the bridge will thus be interrupted for nearly eight hours each day, and will consequently almost totally interrupt travel. This is supposing that the transit is made subordinate to the passage of vessels. But the same inter-

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ests that have carried the necessary bill through the legislature and brought it before Congress may be able to cause the passage of vessels to be made subordinate to the transit across the bridge, and to limit the time for the opening of the draw and passage of vessels, and even to terminate in establishing a closed bridge. Whether it be ever carried to this extent or not, it is evident that the proposed bridge will be at the best a serious obstruction to navigation, not only in the time that will be consumed in passing the draw, but in the positive dangers resulting to vessels from collisions with each other or with the piers or draw of the bridge.

A heavy frigate striking a pier while passing at a speed of four miles an hour would have momentum sufficient to overturn it, but at the same time it would probably be itself crushed in and sunk.

Every bridge is more or less an obstruction to navigation, but in this case, with a bridge across the best and most frequented part of the harbor, over a part of the best anchorage ground for heavy vessels, and on a line across which pass daily 90 vessels, the majority of which are of great tonnage, engaged in the foreign trade, or United States men-of-war, the obstruction becomes greatly aggravated, and of serious and almost fatal effect.

The space occupied by the piers will cause a corresponding diminution of the water-way, and an increased velocity of the current immediately between the piers. This will scour out the material to the distance from the bridge where the original velocity of the current is resumed. I calculate this increase of velocity at the bridge to be four-tenths of a mile an hour, and that the scourings will be deposited within 2,000 feet. This unfortunately will place the deposit of the ebb tide in that position of the anchorage which is now the most valuable for heavy vessels, being the deepest, so that ultimately this deep and valuable portion may be filled up so as to be no longer of the requisite depth for this large class of vessels. This would be an injury to the navigation of the harbor, the extent of which can hardly be estimated.

2. As to "the area of anchorage ground," it will be seen by the sketches enclosed that the area of anchorage ground for large vessels, lying within the five-fathom curve, extends from a short distance above the most northerly of the proposed positions for the bridge to some 1,500 feet below the most southern position. In either of the proposed positions it will pass over a portion of the best anchorage ground in the harbor.

Allowing 40 fathoms scope of chain for a vessel of the Dictator class, which is considered absolutely necessary by pilots, and a length of 324 feet, which is the length of the Dictator, it will require an area of 584 feet radius to allow such a vessel to swing to her cable, but as no vessel should be anchored so as to strike the bridge in swinging, or in case of the Dictator, within 584 feet on either side, the proposed bridge will take from the available anchoring ground for large vessels $[584 \times 2 + 40] \times 1500 = 1{,}812{,}000$ square feet, or nearly 2,000,000 square feet of the best anchoring ground in the harbor.

This takes nearly one-half of all the available anchorage ground for the heaviest class of vessels, as will be seen from the inclosed, within the five-fathom curve on the sketch; and even the remaining space for large vessels will be further limited in time by the deposition of the scourings between the piers of the bridge, as described above.

3. As to the effect "upon the rights and interests of the United States in the Charlestown navy yard," I enclose a copy of "an act authorizing the United States to purchase a certain tract of land in Charlestown for a navy yard," passed by the Massachusetts legislature June 17, 1800.

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Under this the land has been acquired, the buildings and wharves constructed at an expense of about $30,000,000.

The value of this property as a navy yard will be vastly diminished by the proposed bridge, which will so impede the ingress and egress of vessels of war as eventually to force the government to remove the yard to some more accessible harbor.

The United States would thus, in addition to being deprived of its right to pass freely to and from the ocean which it had at the time of the establishment of the yard, be also forced to relinquish a portion of its property and all the advantages of the establishment as a complete depot of stores and equipments. Even if it be retained as a navy yard after the proposed bridge be constructed, its value will be largely reduced. No vessel can pass to or from the yard without detention, and, possibly, serious damage.

In time of war these delays and damages may prejudice operations to an extent that can hardly be estimated, but which must be very great; and if at a critical moment a secret enemy in our midst should blow the draw into the stream, its removal would delay the passage of every man-of-war for weeks. Such a delay at a preconcerted moment might jeopard the loss of a fleet, or the safety of a city from bombardment.

As a local measure, the construction of the bridge will have the effect to enhance the value of property in East Boston, and to reduce the value of property in Charlestown and Chelsea, and especially the wharf property in Boston west of the proposed bridge. The general effect will, therefore, be simply to transfer a portion of the money value of property from one section to another—taking from the property holders of Boston and Charlestown to give to those in East Boston.

I enclose with the copy of the act to incorporate the company to build the proposed bridge, which was finally passed over the governor's veto, a copy of the veto, in which Governor Bullock gives many excellent and strong reasons for his dissent to the measure.

The board of harbor commissioners are also decidedly opposed to the construction of this bridge, believing it to be injurious to the navigation of the harbor and to the interests of commerce.

It is a singular coincidence that while the United States is expending nearly half a million of dollars in the preservation and improvement of the harbor, and in removing obstructions from its channels, the State should authorize the construction of a greater obstruction, and one especially detrimental to the rights and interests of the United States.

I have the honor to remain, general, very respectfully, your obedient servant,

J. G. FOSTER,
Brt. Maj. Gen. U. S. A., Lt. Col. Engineers.

Brevet Major General A. A. HUMPHREYS,
Chief of Engineers, Headquarters Corps of Engineers,
Washington, D. C.

J.

The Fitchburg Railroad Company, remonstrants against the bridge.

GENTLEMEN: The commerce of a country, if not the very basis of its wealth and prosperity, is one of the most important means of both, and in this is found the reason why all the great interests in this part of the Commonwealth, even to a greater distance from Boston than at first

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appears, are opposed to the creation of a barrier, whatever may be its peculiar character as to form or structure, across an important portion of Boston harbor. Not only the immediate interests of navigation, wharf property, ship-building, and the trades, employments and traffic attendant upon these, but large producing, manufacturing, warehousing and transportation interests, near and remote, are equally opposed and almost equally to be prejudiced by the obstruction to commerce contemplated in the grant for the erection of the Maverick bridge. Whatever may be said to the contrary, these all regard an additional impediment to the navigation of Boston harbor as a measure fraught with trouble, delay, expense and danger, to be annually increased if commerce increases; to be tediously endured if commerce should, as it most probably would do, diminish under the annoyance and cost.

The members of the commission must have observed since their arrival in this vicinity, if not before known to them, that four of the great railroad lines of Massachusetts, starting from Boston, cross Charles river, above two or more of the present bridges, and are in some sense as long warves to the interior towns in northerly, northwesterly, and northeasterly directions. These railroad lines are the Fitchburg, Boston and Maine, Eastern, and Lowell. Their passenger dopots and freight houses are in the city of Boston, except the Fitchburg road, whose freight houses are in Charlestown, and the Eastern, whose freight-houses are at East Boston; but a large portion of their heavy freighting is done on their wharves and roadways in Charles river, and cannot be done with the same convenience and facilities in any other place. It will appear by statements which will be presented to the board that not less than 1,000 cargoes of freight of the most bulky merchandise, which could not possibly be accommodated in any other part or portion of Boston harbor, at however much additional cost of wharfage, transportation and delivery, are annually landed on these wharves and forwarded by railroad trains to Lowell, Lawrence, Fitchburg, and numerous other towns in and beyond the borders of the State. This great commerce is carried on almost entirely by coasting vessels, comprising barks, brigantines, three-masted schooners, and schooners, and consists chiefly of coal, lumber, lime, salt, plaster, pig iron, bricks, sand, stone, &c., and occasional cargoes of railroad iron. These vessels are now compelled to pass through two, three, four and five bridges, viz: Fitchburg, 522, through two bridges; Boston and Maine, 226, through three bridges; Eastern, through four bridges; Lowell, through five bridges. To accommodate the 512 vessels which landed cargoes on the Fitchburg wharves in 1867, the draws of the two bridges were required to be opened 1,024 times each, or together 2,048 times. Of these 512 vessels, 204 had cargoes of coal, the price of which was increased to the consumer by the charge of 3 cents per ton for each bridge, making the amount paid for that year on the article of coal alone, delivered on the wharves of the Fitchburg railroad, $4,564 52. For the same amount delivered to the Boston and Maine road the charge would be $6,846 28, and if at the Lowell railroad it would amount to $11,413 80. These charges, of course, are to be met annually and perhaps increased annually. The proposed bridge across the harbor, if erected, would have the effect largely to increase these amounts per year, for, whatever means were adopted to facilitate the passage of vessels through the draw, there would inevitably be much delay, both from their number and from the necessity of making sail amidst baffling winds towards the first bridge over Charles river; or if steam-tugs were employed for this purpose the cost of the cargo, whether of lumber or coal, would be considerably increased, so that a bridge so far

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below any of the present bridges could not be passed by vessels going further up at the ordinary rate of three cents per ton for coal, and charges for other cargoes proportional to that; the shippers' charge could hardly be less to cover expense and delay than four times three cents, and would inevitably prove, in the case of vessels bound to the limit of navigation, absolutely prohibitory. It could, judging from the data presented, hardly be otherwise than destructive to this branch of commerce on Charles river. Without any additional obstruction to navigation in the harbor or river, the increase of commercial business connected with the Fitchburg railroad is stated by the superintendent of that road to be 10 per cent. for the past year, which would make the number of cargoes for this year about 563, and the same rate of increase would double the number in about seven years. No such annual increase as this could be calculated upon if the proposed obstruction should be placed across the harbor. The Fitchburg railroad is 50 miles in length and has a capital stock account of over three and a half millions of dollars, and carries over its road more than half a million tons of merchandise per annum. The interest of this great corporation in the free navigation of the harbor is further increased by the fact that its freight track has been extended along all the deep water wharves in Charlestown below the bridges, and into and through nearly the whole length of the navy yard, which extension is mentioned in the annual report of the corporation for the year 1853, herewith submitted, as follows:

By a legislative act of 1862, the corporation was authorized to extend its railroad from its then terminus east of Warren avenue in Charlestown, to the bounds of the navy yard in that city. Subsequently by orders from Washington the railroad was extended into the navy yard, so that the munitions can now be delivered by continuous railroad from any of the New England States, the State of New York and the west, into the great naval depot of the United States in the east. Furthermore, by this extension about all the deep water in Charlestown can also be reached by the railroad, which, with the spacious wharves for vessels of the larger burthen that line the shore at this locality, will enable shippers to transfer merchandise direct from cars to the ship, [as well as from the ship to the cars.]

These tracks, as stated by the directors of the corporation, connect with the wharves above the navy yard and below the Charles river bridge, and provide transportation for all the ice that is shipped from Charlestown, which is well known to be a large and increasing and important branch of commerce. The importance of the connection of this road with the navy yard is, beyond question, a fact which will be duly appreciated by the commissioners in connection with the free navigation of the harbor. It is also to be stated in this connection that a branch of the Fitchburg railroad, known as the Watertown branch, connects the United States arsenal at Watertown with the navy yard, and of course with the harbor, and by means of the harbor with the forts for its defence. It is not necessary before this commission to enlarge upon the importance of these significant connections with the naval and munitionary establishments of the general government.

It will be seen by the statements here made, together with a knowledge of the extensive wharf property of the Fitchburg railroad, how largely the interests of this corporation, and the vast inland traffic provided for by its tracks, are connected with the free navigation of Boston harbor, and how disastrously these would be affected by any further obstructions to the commerce of the port. The Fitchburg road is in fact the great wharf of a large section of the commonwealth of Massachusetts, and to a considerable extent, by its interior connections, of portions of the States of New Hampshire and Vermont.

Annexed hereto is a statement from the superintendent of the Fitchburg railroad, showing the number of cargoes landed on their wharves

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in 1867 to be five hundred and twelve, (512,) of which two hundred and four (204) were cargoes of coal, every ton of which was subjected to a bridge tax of six cents to the consumer.

All of which is respectfully submitted in behalf of the corporation by the undersigned.

WM. W. WHEILDON.

Rear-Admirals S. H. STRINGHAM and
C. H. BELL, and Bvt. Brig. Gen. J. H. SIMPSON,
Commissioners, &c.

SUPERINTENDENT'S OFFICE, FITCHBURG RAILROAD,
Boston, September 18, 1868.

DEAR SIR: I find, on inquiry, that this railroad has received and discharged the following cargoes year ending December 1, 1867, at the different wharves west of Warren street draw-bridge in Charlestown and Boston, viz:

	Cargoes.
Coal purchased for the use of this railroad company	24
Coal received as freight	180
Lumber received as freight and for railroad company	157
Lime received as freight	62
Salt	19
Plaster, pig-iron, brick, sand, stone, &c	70
Total	512

Which I think is at least ten per cent. less than the present year.

Respectfully,

C. L. HEYWOOD,
Superintendent.

Mr. W. W. WHEILDON.

TRANSPORTATION OFFICE, FITCHBURG RAILROAD,
Charlestown, Massachusetts, September 30, 1868.

Ice transportation over Fitchburg railroad—	Tons.
From December 1, 1863, to December 1, 1864	124,763
From December 1, 1864, to December 1, 1865	157,549
From December 1, 1865, to December 1, 1866	127,263
From December 1, 1866, to December 1, 1867	122,785

J. B. SAVIL,
Master Transportation.

K.

Boston and Maine railroad corporation.—Submitted by W. W. Wheildon.

PRESIDENT'S OFFICE, BOSTON AND MAINE RAILROAD,
Haymarket Square, Boston, September 16, 1868.

DEAR SIR: I have made inquiries of Mr. Perkins, our fuel agent, and he informs me that in the year 1867 we had 28 cargoes of coal for our own use, which came up through the bridges, containing 10,442 tons of

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coal. During the same year we had 34 cargoes of ties for the track of the road, containing 54,793 ties. During the present year we have had come up through the bridges, for our own use, 26 cargoes, and shall have 3 more of coal, containing 10,158 tons; also 31 cargoes of ties, containing 60,144 ties. This makes an average of 60 vessels each year, or more, which come up through the bridges, containing materials for the use of our own corporation. The draws are 30 feet wide.

From the freight agent I learn that there were received at the railroad wharf, to be forwarded over the railroad for parties other than the Boston and Maine railroad, as follows, viz: 134 cargoes of coal; 8 cargoes of pig-iron; 5 cargoes of lumber; 10 cargoes of lime; 7 cargoes of grain; 1 cargo of flax—total, 165 cargoes received at the Boston and Maine railroad wharf or bridge, which is above the Fitchburg railroad, between June 1, 1867, and June 1, 1868. This business increases from year to year, as the population and business along the line of our road is on the increase.

Very respectfully, yours,

F. COGSWELL,
President Boston and Maine Railroad.

W. W. WHEILDON, Esq.

P. S.—For the corporation, 61 cargoes; for other parties, 165 cargoes; for one year, 226 cargoes.

BOSTON AND MAINE RAILROAD CORPORATION.

Many of the statements that have been made in regard to the Fitchburg railroad corporation, and its relations to the commerce of Boston harbor, are equally applicable to the business of this corporation. Its freight houses are mostly within the limits of the city, from which all merchandise not intended for shipping is delivered, and where also such merchandise as comes to it by land conveyance is received. But, as is the case with the Fitchburg railroad, its roadway across the river, built on piles, is five rods wide; and this, besides the large wharves of the corporation, is allowed by the legislature to be used for wharf purposes as regards every description of merchandise and material intended to be transported over the company's railroad. With this limitation nearly the whole space at the disposition of these corporations respectively is fully occupied, and means of transportation have to be annually increased to enable the companies to do their large water-borne freight business.

The interior traffic of the Boston and Maine railroad corporation is through an entirely different section of the State from that of the Fitchburg line, reaching, as it does, by its main track and branch roads, portions of the State of New Hampshire. It is, like the Fitchburg and other railroads touching the tide-waters of the harbor, the great wharf-privilege of a country of more than 100 miles in extent, at which all the heavy and bulky water-borne freight, such as coal, lumber, plaster-of-paris, lime, pig-iron, salt, &c., is received. This immense amount of freight, consisting of fuel, building, and other material for the general use of the population, for farming, and more especially for manufacturing purposes, were the navigation of Charles river to be closed, could not be landed, it is believed, on any wharves in Boston harbor within the limits of the city proper, and would be compelled to seek some other port and a more circuitous route to the point of destination, as is the case now with regard to another interest. The wharf property and space in Boston harbor is very limited. The English steamers, it is well known, could not obtain wharf accommodations in the city proper, and for some

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time the Glasgow line found accommodations at the Charlestown wharves, and it is very clear that the ample wharf accommodations of Charles river, and those to a large extent yet to be developed on the shores of Mystic river, are absolutely indispensable to the commerce of the district. These would all be rendered less available, and to some extent wholly worthless, by the erection of further obstacles to the free navigation of the two rivers so providentially located, so essential to the harbor, and so necessary to its commerce.

On the line of the Boston and Maine railroad, as upon the lines of all the great railroads terminating in Boston, are located not merely large manufacturing establishments of various kinds, but manufacturing cities and towns, like the city of Lawrence, the towns of Andover, Haverhill, Melrose, and others. With all these the tidewater of Boston harbor is a valuable consideration, and with many of the establishments, with the facilities of navigation and transportation now enjoyed, formed a principal element in determining their location. Any additional obstruction in Boston harbor would be more or less embarrassing and injurious to their business, by increasing the cost of the raw material and transportation to them and giving advantages to rival establishments more favorably located. So that these parties, the recipients and participants in the commerce of Boston, have thereby a direct interest in the preservation of Boston harbor. They have invested large sums of money upon the faith of the government, under whose paramount care the navigable waters of the harbor and the facilities afforded to commerce are presumed to be secure; and hardly a greater wrong could be done to them and the railroad corporations interested than in the attempt to take away from them or abridge the rights and privileges which "every man inherits from nature and cannot justly be forced to purchase," and which they have, in common with others, so long enjoyed.

The Boston and Maine railroad has a capital stock amounting to $4,155,700, and carried, in 1867, over 340,000 tons of merchandise over its road.

Herewith is submitted a brief statement from the President of the Boston and Maine railroad corporation, showing the number of cargoes received at their wharves on Charles river for transportation over their road and for the use of the corporation in their workshops and for the construction and operation of their road. According to this statement there arrived at the wharves of the corporation, above three of the present bridges across the river, during the year ending June 1, 1868, 226 vessels, including 61 cargoes of coal and railroad material for the use of the company, and 165, of which 134 were coal, for transportation over the road.

All of which is respectfully submitted by

WM. W. WHEILDON,
In behalf of the Boston and Maine Railroad Company.

CHARLESTOWN, *September* 29, 1868.

L.

Statement of Boston and Lowell and Nashua and Lowell railroads.

BOSTON & LOWELL AND NASHUA & LOWELL RAILROADS,
Manager's Office, Boston, September 28, 1868.

DEAR SIR: In response to your circular of 21st instant, asking information as to the amount of business, &c., upon Charles river, above the

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site of the proposed Maverick bridge, I have to communicate the following items, relating to the property and business of the Boston and Lowell railroad:

Tax valuation upon property outside of location:

In Boston	$680,000
In Cambridge	465,000
Total	1,145,000

Principal freights received by vessel in 1867:

125 cargoes of coal, 37,891 tons.
27 cargoes of lime, 6,500 casks.
14 cargoes of lumber.

166

Respectfully,

GEO. STARK, *Manager.*

WM. W. WHEILDON, Esq.,
Charlestown, Massachusetts.

M.

Owners and occupants of wharves in Charlestown, remonstrants against bridge.

CHARLESTOWN, *August* 28, 1868.

The undersigned, owners and occupants of wharves in the city of Charlestown, hereby protest against the erection of the proposed Maverick bridge across Boston harbor, from Boston proper to the island of East Boston, for the following reasons, viz:

1. That it will be destructive of the commerce and navigation of the district of Boston and Charlestown, by placing a barrier across the central portion of the harbor, obstructing navigation, and promoting the filling up of the channel.

2. That it will contract the wharfage and anchorage of the harbor for merchant vessels more than one-half, (exclusive of the navy yard,) and tend to reduce the commercial city of Boston to a third-class seaport.

3. That as a barrier, shutting in the navy yard from all free access to the sea, it will render that great national establishment comparatively useless, and cause its abandonment at great cost and sacrifice to the government.

4. That it will, for the reasons already stated, greatly impair the value of our wharf property and improvements, by rendering them comparatively useless for commercial purposes.

5. That it will take away from the undersigned the rights and privileges of free access to the ocean, over the great highway open to the whole world, which we and the property we represent have enjoyed for more than 200 years.

6. That said proposed bridge will impose these heavy damages and injuries upon the general government, the Commonwealth, and individuals—absolutely confiscating the property of these parties—without any absolute demand set forth by the legislature of "public convenience and necessity," and without providing for any compensation.

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For these and other reasons not herein stated, we object to, and protest against, the erection of the proposed bridge.

WM. W. WHEILDON,
For Sawyer & Hovey's wharf.
GARDNER PROUTY, Agent Dumon wharf.
HENRY LYON.
P. J. STONE.
TIMOTHY T. SAWYER.
MYSTIC RIVER CORPORATION,
By J. E. Bartlett, *President.*
FITCHBURG RAILROAD COMPANY,
By Wm. B. Stearns, *President.*
BOSTON AND MAINE RAILROAD,
By F. Cogswell, *President.*
J. F. & F. L. GILMAN.
EDMANDS & CO.
MASSACHUSETTS GLASS COMPANY,
By Geo. H. Smith, *Superintendent.*
F. M. HOLMES & CO.
S. H. FALL.
FRANKLIN HOPKINS, JR.
S. & G. WILLIAMS.
J. W. BROOKS.
POWERS & EDMANDS.
JAMES GARY.
JACOB HITTINGER.
TUDOR COMPANY,
By C. H. Minot, *Treasurer Tudor Wharves.*
JAMES ADAMS.
GEO. B. PARKS.
AMOS STONE.
JAMES DANA.
CHESTER GUILD & SONS.
NATHAN TUFTS, JR.
FRED'K J. WILLIAMS.
OAKMAN & ELDRIDGE.

N.

Hon. Thomas Russell, collector of port of Boston. Statement of commerce of port of Boston.

CUSTOM-HOUSE, BOSTON,
Collector's Office, August 28, 1868.

DEAR SIR: I enclose the figures you desire, and would refer you for other details to the annual report of the Board of Trade.

The statistics give a very imperfect idea of the coasting trade, as very few vessels in that trade enter or clear. There are no means of ascertaining the number of vessels that arrive at the port, or that leave the port, in a year.

I am glad that you are interested in opposing the mad idea of a bridge across the centre of Boston harbor. If it succeeds, notice should be given that no commerce is wanted at this place. I would also suggest two finger-posts; one pointing toward New York, and one to Portland.

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The bridge is, of course, for people to go to and from Boston proper and East Boston, but no one will wish to go either way if we give up our harbor and lose our commerce.

In haste, yours, very truly,

THOMAS RUSSELL.

W. W. WHEILDON, Esq.

	No. of vessels.	Tonnage.
American and foreign vessels entered at Boston for the year ending June 30, 1867	3,028	731,930
American and foreign vessels cleared at Boston for the year ending June 30, 1867	2,977	689,822
Coastwise—entered at Boston for the year ending June 30, 1867	1,378	956,133
Coastwise—cleared at Boston for year ending June 30, 1867	2,151	1,243,366
Exports for the year ending June 30, 1867		$19,317,841
American and foreign vessels entered for the year ending June 30, 1868	2,679	639,605
American and foreign vessels cleared for the year ending June 30, 1868	2,654	595,028
Coastwise—entered	1,317	941,802
Coastwise—cleared	2,318	1,230,852
Exports for the year ending June 30, 1868		$17,378,224

BOSTON CUSTOM-HOUSE.

A correct extract from the records of this office.

THOMAS RUSSELL, *Collector.*

O.

Remonstrance of Mr. Joseph E. Bartlett, President of the Mystic River Corporation.

CHARLESTOWN, *September* 29, 1868.

At a meeting of the directors of the Mystic River Corporation, held this day, it was voted—

That the president of this corporation be authorized and instructed to appear before the commission now in session at the Charlestown navy yard, to examine the question of the proposed Maverick bridge across Boston harbor, and to furnish such facts and information within his knowledge as will tend to aid said commission in their investigation.

AMOS STONE, *Secretary.*

Before Rear-Admirals S. H. Stringham and Charles H. Bell, and Brevet Brigadier General J. H. Simpson, commissioners appointed by authority of the "joint resolution" of Congress "in relation to the erection of a bridge in Boston harbor, whose duty it shall be to make careful

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examination of the harbor of Boston, and shall report to Congress, at its next session, in what manner the commerce of said harbor and the interests of the United States in the navy yard at Charlestown will be affected by the construction of a bridge over the water between the main land in the city of Boston and East Boston, in the manner provided in an act of the legislature of the State of Massachusetts, entitled 'An act to incorporate the Maverick Bridge Company.'"

I, Joseph E. Bartlett, of Boston, in the county of Suffolk and Commonwealth of Massachusetts, president of the Mystic River Corporation, and for 15 years last past engaged in furnishing wharf facilities for commerce in the harbor of Boston, being well acquainted with the topography and capacity of said harbor, and having carefully considered the subject-matter now being investigated by said commission, under oath depose and say:

1. Said Maverick bridge, if built as allowed by said act of incorporation, would cut off not less than three-fourths of all the wharves on deep water in Boston harbor, together with the United States navy yard, which are now open to free and unobstructed communication with the sea.

2. In my opinion the construction of said bridge involves the *disuse* of said wharves, and that portion of the harbor thus cut off, by first-class vessels, *for the reason* that shipmasters and ship-owners decline to take such vessels through a drawbridge.

3. The construction of said bridge involves the probable closure of that portion of the harbor in the winter months by *ice*, *for the reason* that any obstruction in that narrower part of the harbor would hinder the escape of the ice which forms in the wider expanses of the harbor above. No winter passes during some portion of which the harbor above the bridges is not closed by ice. Last winter it was sealed up by ice *above* Chelsea bridge for three continuous months. But no day has occurred for 10 years that vessels could not enter or leave the upper part of the harbor *below* the bridges.

4. The construction of said bridge, in my opinion, involves an additional annual expense to such vessels as would continue to pass the same of not less in the aggregate than $300,000, which is the simple interest of $5,000,000.

5. The interruption to travel over said bridge incident to the passage of vessels through the draw would render the same nearly useless as an avenue, *for the reason* that it appeared in evidence before the "committee on harbors" of the Massachusetts legislature last winter that the number of vessels passing above that point in the harbor allowed by said act to be bridged was not less than 16,500 for the year 1867, and supposing an equal number to pass out, the draw would be required to be opened 33,000 times during the year. This number would give an average of 105 vessels for every secular day in the year. Vessels, however, do not arrive and depart thus regularly every day, but they often come and go in fleets of 200 or 300 in a day. General experience and special observation lead me to the belief that the least probable average time of detention to travel caused by the passage of each vessel through the draw would not be less than 12 minutes.

And thus is furnished the problem, $105 \times 12 = 1260 \div 60 = 21$ hours out of every 24 of every secular day in the year that travel would be detained. Or, if it is claimed that the double opening of the proposed draw would double the facilities for passing vessels, then, at least, one-half the above-named number of hours, or $10\frac{1}{2}$ out of every 24 hours' travel, would be detained. This result would inevitably involve a con-

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flict between the convenience of travel and the rights of navigation. One of the two interests would be obliged to yield and give way. In this dilemma, $1,500,000 having been invested in the interest and for the benefit of travel, it is feared that the rights of navigation would be most likely to suffer. It is not *practically* true in respect of existing draw-bridges, that the rights of navigation have priority of the rights of travel. That depends largely upon the caprices of those who have charge of the draws. If a vessel arrives at the draw and, the wind and tide being unfavorable, the draw tender has doubts of its rapid and safe passage through, he declines to open the draw until the tide turns.

I have observed a schooner attempt to pass through the Charles River Bridge draw against the wind and tide, assisted by a tug-boat, and after detaining the travel over the bridge more than a third of an hour, to be obliged to abandon the effort.

I have observed the length of time travel was detained by the passage of the following described vessels through the draw in Chelsea bridge over the main channel in Mystic river, viz:

	Min.
July 6, 1868—1. Schooner, with tug	22
July 6, 1868—2. Schooner, with tug	10
July 13, 1868—3. Schooner, with tug	13
July 31, 1868—4. Schooner, with tug	9
Aug. 31, 1868—5. Bark, with tug	10
Sept. 1, 1868—6. Bark, with tug	10
Whole number	6) 74
	12⅓

Average time of the six vessels 12 minutes and 20 seconds.

The above-described vessels were of moderate size, and the wind and tide in four instances were favorable, and in the other two not unfavorable. The above is a pivot draw, and opens a passage way 47 feet wide.

6. The island of East Boston has a population of 20,000,* more especially identified with the mechanical than with the commercial interest, and a valuation of $11,000,000.† The cities and towns upon the harbor and the navigable rivers above the point it is proposed to bridge—not to mention one-half of Boston proper—have a population exceeding 100,000, and a valuation of more than $100,000,000. This shows in some measure how insignificant is the interest which presumes to obstruct the free navigation of the harbor when compared with the commercial interests of the other cities and town in the immediate vicinity, and of the hundreds of thousands of people with their hundreds of millions of valuation in the interior of the country, whose interests are directly affected through the various railroads which reach tide-water on that side of the harbor.

7. Since this investigation by this commission began, it has been suggested by the counsel in favor of the proposed bridge, that the whole question as to its location, management, &c., was to be under the control and guardianship of the mayor and aldermen of the city of Boston. This suggestion has been many times repeated, and with an emphasis which seemed to indicate, that to the mind of the speaker this guardianship was a power not only *final*, but unimpeachable, and infallible!

Who constituted the mayor and aldermen of the city of Boston the

* 20,572, November, 1865.
† $11,246,200 for 1868.

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exclusive guardians of the "port of Boston and Charlestown"? Or, why should that body be invested with that title, or with that power?

In answer to the last question, I would simply state, that I have never discovered any indication on the part of the mayor and aldermen of the city of Boston of a desire to protect or develop the commercial interests of the neighboring municipalities.

JOSEPH E. BARTLETT.

BOSTON, *September* 30, 1868.

COMMONWEALTH OF MASSACHUSETTS, *Suffolk, ss:*

Then personally appeared the above-named Joseph E. Bartlett, and made oath that the foregoing facts by him subscribed to are true, and that the opinions expressed are according to the best of his knowledge and belief.

Before me,

W. A. HERRICK, *Justice of the Peace.*

To Rear-Admirals S. H. Stringham and Chas. H. Bell, and Brevet Brigadier General J. H. Simpson, commissioners on the subject of the Maverick bridge, &c.:

GENTLEMEN: Allow me to call your attention to the characteristics of the shores which are to be the termini of the proposed bridge. It will be seen that they are little if any above the line of extreme high water. Hence any kind of suspension bridge—whether partial like that submitted with the plan of T. Willis Pratt, or one on a grander scale which would be of sufficient elevation for vessels of every class to pass under—is *impracticable.*

It was stated by the counsel for the bridge company that they expected, in addition to the ordinary travel, heavy teams and loaded steam freight cars to pass over in connection with the proposed "marginal freight railroad." Now it is well known that Commercial street has been selected by the last-named railroad company as the only suitable one in which to lay down their tracks on that side of the city. And as this last-named street runs very near the shore—within a few hundred feet—the question has been often asked how it is proposed to elevate or drag up said heavily laden teams, and steam freight cars, over so steep a grade as would be required in so short a distance, as that between Commercial street and the water, in order to get onto the bridge suspended 30 feet above high-water mark?

It is evident that any bridge in this location with any considerable *elevation* above high water and the adjacent shores would *not* answer the purpose for which the Maverick bridge is ostensibly sought. And if any countenance should be given to a bridge of any kind across the harbor, it would only result in a flat structure near the water, of the ordinary pattern, and with the usual appliances of those already existing in the neighborhood.

Most respectfully,

JOSEPH E. BARTLETT.

BOSTON, *October* 2, 1868.

GENTLEMEN: I, William F. Veazie, a resident of Boston, near the draw on Warren bridge, observed the length of time travel was detained by

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the passage of the following list of vessels through the said draw of Warren bridge, viz:

	Minutes.	Seconds.		Minutes.	Seconds.
No. 1	20		No. 13	10	
No. 2	11		No. 14	9	30
No. 3	7		No. 15	8	
No. 4	5		No. 16	8	
No. 5	4		No. 17 (steam)	6	
No. 6	5		No. 18 (tug-boat)	2	30
No. 7	5	30	No. 19	5	
No. 8	6	30	No. 20	13	
No. 9	5			20)158	30
No. 10	9	30			
No. 11	10	30		7-55	
No. 12	7	30			

Charlestown draw-bridge.

	Minutes.	Seconds.		Minutes.	Seconds.
No. 1	8		No. 6	3	30
No. 2	8			6)47	
No. 3	5				
No. 4	4	30		7-50	
No. 5	18				

WILLIAM F. VEAZIE.

Rear-Admirals S. H. STRINGHAM and CHARLES H. BELL,
and Brevet Brig. Gen. J. H. SIMPSON,
Commissioners in session at the Charlestown navy yard to investigate the effect of a bridge across Boston harbor upon the commerce of said port.

BOSTON, *October* 2, 1868.

GENTLEMEN: Yesterday, at 10 o'clock in the forenoon, there were a dozen vessels lying in Charles river below Charles River bridge waiting for a chance to get through the draw of said bridge. At 12 o'clock, noon, the number had increased to two dozen, and at 4 o'clock in the afternoon there were between 40 and 50 vessels waiting their turn to get through the said draw. Soon after, when the tide had ebbed to within an hour of the time of low water, a tug-boat attempted to take a schooner through the draw, but found it impossible to do so. Finally a second tug came to the assistance of the first, and by pushing at the stern, after the detention of travel 17 minutes, the two tugs got the said schooner through.

A portion of this little fleet of vessels, that were waiting their turn 24 hours ago to get through the draw, were waiting still for an opportunity to pass through this morning when I came over the bridge.

Most respectfully,

J. E. BARTLETT.

Rear-Admirals S. H. STRINGHAM and CHARLES H. BELL,
and Brevet Brig. Gen. J. H. SIMPSON,
Commissioners to investigate the question of the "effect on commerce, &c.," of the proposed Maverick bridge across Boston harbor.

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P.

Merchants and wharf-owners in Boston and Charlestown.

To the honorable commission appointed under a joint resolution of Congress in relation to the erection of a bridge in Boston harbor, now sitting at the navy yard in Charlestown:

I have the honor to appear here in behalf of certain merchants and wharf-owners of Boston and Charlestown who protest against the erection of the proposed Maverick bridge. These parties oppose the erection *of any bridge or piers whatever* between Boston and East Boston. The reasons for such opposition, so far as they are of a scientific or technical character—the general reasons—such as relate to the deposits in the harbor; the obstructions to freedom of movement in and out of it, and the precise nature of such obstructions; the delays and perils that a bridge would occasion to navigation in general, have been or will be exhaustively gone into by other parties. After the statement of Major General Foster, of the railroad companies, and of Mr. Bartlett, which are already put in, and of Mr. Boschke, Mr. Francis, Mr. Herschel, and others, which will soon be laid before the commission, there is nothing further to say, by way of detail or explanation, upon the points touched by them. I shall put in one or two remonstrances somewhat numerously signed by merchants and wharf-owners of Boston and Charlestown, and some brief statements of the statistics relating to the business of a few of the principal merchants and mercantile firms who would be injured by any bridge over Boston harbor; one of these firms being the largest ship-owners in America. It has seemed to us best, upon consideration, to withhold a great mass of merely cumulative evidence, which would only take up the time of the commission without adding materially to the strength of our representations. I desire to say, however, that no case, so far as I can learn, has yet been brought up where a permanent structure, such as is now proposed, has been thrown across the deepest waters of a seaport. Important navigable rivers have been bridged in cases of great urgency, as the Hudson at Albany and the upper Mississippi, but at points which are ice-bound for several months in the year, or where the summer draught of water is very moderate, and at places where the current always runs one way. Upon navigable rivers in Europe permanent bridges are, I believe, the exception and pontoon bridges are the rule. At Calcutta, after many months' discussion upon a proposal to bridge the Hooghly at a point above the line traversed by all large vessels, consent had only been given at last by the government of Bengal to a pontoon bridge, and that, too, notwithstanding the formidable nature of the *bores*, which, like moving walls of water, rush up that river in the spring.

And yet, here in Boston, it is proposed to fix a permanent draw-bridge across the best part of the harbor, so as to enclose within it three-quarters of all our deep water wharves.

I do not propose to enlarge upon the statistics given in the statements which will presently and hereafter be submitted on our part. They carry their own argument and nothing can add to their significance. They come from merchants and mercantile companies among whom several have individually paid many millions of dollars to the government in duties upon goods imported at this harbor. One of them, the Tudor Company, has at this moment upon the water on their way to this port seven vessels whose cargoes will pay duties of $400,000 in gold, or over half a million dollars in currency.

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The remonstrances of such men are weighty and impressive; I shall not expatiate upon them. They are brief, simple, compact, like that observation of a distinguished member of this board the other day—a conversational remark, off hand, uttered merely by way of suggesting a possible difficulty, when we were all looking at the Pratt plan exhibited by Judge Wright: "Suppose," said he, "a vessel lying above parted her chain, this bridge would have to go! I had that occur to me once in the largest ship you have in your harbor, the Ohio; we were lying off Long wharf and she parted her cable and came up to East Boston, and passed by pretty fast; if there had been a bridge there—good bye bridge!"

I desire simply to call the attention of the commission somewhat closely to the provisions of the charter of the Maverick Bridge Company, since that charter, being the same act of the legislature of Massachusetts named in the congressional resolve under which the commission is now acting, contains the only proposition for a bridge which is laid before the board.

The commission will notice that the resolve calls for a report by them upon "the manner in which the commerce of the harbor and the interests of the United States in the navy yard at Charlestown will be affected by the construction of a bridge over the harbor;" but that is not all; the resolve goes on thus: "In the manner provided in an act of the legislature of Massachusetts, entitled an 'Act to incorporate the Maverick Bridge Company.'" It is this last clause to which I would call attention. It makes it the duty of the board to consider carefully in what manner it is that the act referred to undertakes to authorize the construction of a bridge over Boston harbor.

Are the interests of the commerce of this harbor and of the general government in the navy yard sufficiently protected in that act? Let us look at it and see. If they are not, then the commission must needs report against the bridge company, since they come in here and say to you, "we have no plan and no location; we refer you to our charter, viz., the act named in the resolve under which you are sitting; whatever that authorizes or permits to be done, we claim the right to do; the charter refers to the 'single draw plan of T. Willis Pratt,' and we exhibit that plan, but do not hold ourselves bound by it any further than the act itself binds us; it is not our plan, we have none; we offer it simply in explanation of our charter, which refers to it, and as giving some idea of the sort of thing, in a very general way, which is contemplated."

Very well; let us look at their charter. Is it, then, such an act as the general government may safely endorse, and so abdicate its present control over the matter and turn over the harbor and all interested in it to the care of the parties contemplated in that act?

And here let me remark, by the way, that something has been said in behalf of the bridge, at these hearings, about the "natural guardians" of the harbor; the mayor and aldermen of Boston and the State harbor commissioners are pronounced by the counsel of the bridge company to be the "natural guardians" of Boston harbor.

Why, the harbor commissioners are a board (an excellent one, it is true, and worthy of a long life) which is but just created; it came into existence only two years ago, in 1866. Who were the natural guardians of the harbor before that, and who will be if the harbor commissioners should no longer exist? The mayor and aldermen of Boston, perhaps.

Is the city of Boston, then, the only party interested in this harbor? May that city safely be intrusted with the care of all the other towns concerned in its welfare? Who shall look out for the commercial interests of Charlestown and Chelsea and Cambridge—to say nothing of the long tier of inland towns and cities that lie along the three or four railroads

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whose wharves are situated above the proposed bridge, and, as it has been so clearly pointed out, are in themselves a harbor, as it were, and storehouse for them all?

New Orleans, on such theory, is the "natural guardian" of the mouths of the Mississippi river. What kind of care did she exercise in that region in 1861 and 1862? About that time another "guardian" had to step in, if I remember rightly—the same powerful guardian, to wit, which protects the interests in that river, not alone of New Orleans, but of Memphis and St. Louis as well, and of the whole vast and wide stretching chain of inland ports which line the course of that enormous stream and its tributaries.

We submit that the United States government, and that alone, is the "natural guardian" of Boston harbor and all other harbors in the country.

To return to my point—the commission have forcibly and repeatedly said that they cannot tell how commerce and the interests of the United States at the navy yard will be affected by a bridge until they know what sort of bridge is proposed.

What sort of bridge then is proposed in this act incorporating the Maverick Bridge Company? For there is no other proposal before you than that which is made in the act; none whatever.

And now observe, we pray you, how loose and indeterminate—purposely so, no doubt—that statute is.

1. It proposes a bridge whose location is wholly undetermined. It is to be "between the main land in the city of Boston and East Boston," (sec. 1;) but there is not a syllable beyond that which tends to fix the location; not a syllable.

2. Three points, viz: first, the position of the piers relative to currents and channels; second, the closeness with which the draw must approximate to a right angle with the channel; and third, the amount of accommodation to be furnished by the draw for the passage of vessels; are required to be determined by the mayor and aldermen on consultation with the harbor commissioners.

But the mayor and aldermen are not required to follow the advice of the harbor commissioners, nor are the commissioners given any authority whatever. It has been asserted here that the harbor commissioners had authority over these points, jointly with the mayor and aldermen, but it is not so. The "direction and approval" (sec. 4) are to come from the mayor and aldermen; "advice" only is the province of the harbor commissioners—which may or may not be followed.

3. As to the location and all other points, the harbor commissioners have not even any right to advise. So far as these points are submitted to anybody but the bridge company, it is to the mayor and aldermen alone, and nothing is said of the harbor commissioners at all, (sec. 4.)

4. It has been stated here that the bridge must conform substantially to the plan of T. Willis Pratt, but that is not so. The act (sec. 4) requires only conformity to Mr. Pratt's plan "*or* such improvements as may be made therein."

But what improvements? By whom made? Who is to judge of them? Not even the mayor and aldermen, as it would seem, can step in here. The bridge company may differ quite materially from merchants and navigators as to what are "improvements" and what are not. Suppose the company should "improve" the plan by lowering the platform 20 feet or more, by increasing the number of piers or by diminishing the width of the draw, who shall say them nay? If the bridge conforms substantially to "such improvements as may be made" in Mr. Pratt's plan, it is within the act.

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5. It has been said here that the company is required to keep a steam tug-boat to assist vessels through the draw, but that is not so. It is required only (sec. 4) to keep such a boat "*or* such other aids to the passage of vessels as the said mayor and aldermen shall from time to time direct."

When this act was before the legislature it was proposed, as I am informed, to amend this clause so as to make it read, "*and* such aids," &c., but the friends of the measure voted the proposition down. Are we not to infer then that if the mayor and aldermen required "other aids to the passage of vessels," the company will be exempt from the obligation to supply a steam tug, and that both cannot be required at the same time?

6. But only one steam tug can be required in any case, (sec. 4.) Why did not the act read, "suitable and sufficient steam tug-boats," (in the plural?) As it is, it reads, "*a* suitable steam tug-boat."

How much, we should like to know, would one such boat do towards accommodating the commerce that would pass through the draws of such a bridge? And if, as has been said here in behalf of the company, the tug-boat would generously pull the vessels of merchants not only through the draw but clean up to their wharves, and so save them much time, what in the world would become of such other vessels as might happen to be obliged to wait for the return of this courteous knight errant of a tug-boat from its travels?

7. In view of the control over the matter of building the bridge which is intrusted by this act to the mayor and aldermen of Boston, a great and capital objection to the bridge is found in the provisions of sections 8, 9, and 10, which authorize the city of Boston to take the franchise granted by the act and build the bridge itself, or to take the bridge after it is built out of the company's hands.

Supposing the city should thus take the whole thing into its own possession, we should then behold "this natural guardian" of the harbor, whose oversight, as provided for in the act, is boasted to be so safe a check upon the company, in the very shoes of the company itself, and affected by all the selfsame interests. Who then shall watch the city? *Quis custodiet custodes?* Who shall guard the guardian?

Is it consistent with the interests of commerce and the interests of the government in the navy yard to permit the city of Boston to build just such a bridge to East Boston as it chooses, at any time within five years, and to build it just where it chooses, so long as it conforms substantially to such "improvements" as the city itself may choose to make in Mr. Pratt's plan?

Mr. Pratt in his statement has said that he thinks the bridge would probably result in an increase of wharf facilities on the East Boston side—easterly of the People's Ferry. Such an increase would be wholly in Boston, and the city for the sake of such an advantage might be willing to sacrifice something northerly of the bridge. By putting the bridge up as far as Constitution wharf on thereabout, it might reduce the sacrifice to a minimum. Supposing such a city government as it might be quite possible to elect in Boston should adopt some view like this, it might then seem, so far as Boston was concerned, no very bad plan to put up there some inexpensive structure—a pile bridge perhaps—easy of access and easy to take care of, which would be substantially in accordance with "improvements" that might be made upon Mr. Pratt's plan—a bridge which would be acceptable, moreover, to a short-sighted majority, able for the time to control the government of the city. The interests of Boston, I say, might perhaps not seem to suffer very much

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by such an arrangement; but what shall be said of the interests of the United States in the navy yard and of the commercial interests of Charlestown, Chelsea, and Cambridge?

I have considered what sort of things the act to incorporate the Maverick Bridge Company will allow and justify. We shall be told, perhaps, that it is not to be supposed that the bridge company or the city would vary much from Mr. Pratt's plan as it had been put in here. But how do you know they will not? The act permits it, and it is fair to suppose that the company in the main will consult its own interests. Does the bridge company ask for a roving commission to build pretty much anywhere it likes up and down the harbor, and then desire to be trusted for good intentions? The United States, we apprehend, will deal with such a party as one intelligent business man deals with another—on business principles. It will ask for guarantees and for something definite before it commits itself. Nor is the inquiry I have suggested a mere search after technicalities.

We submit to the commission that the objections here raised are broad, substantial, and well founded, and as such we commend them to the attention of this honorable board.

JAMES B. THAYER,
For Merchants and Wharf Owners in Boston and Charlestown.

BOSTON, *September* 30, 1868.

Q.

Remonstrance of merchants and ship-owners of Boston.

The undersigned, merchants and ship-owners of Boston, engaged in foreign commerce, producing large revenues to government, protest against the erection of bridges, piers, or structures of any kind between Boston and East Boston, as the same could not but tend to destroy said commerce and revenue; the ships required by said commerce being of the largest class, great depth, and the harbor facilities at present being altogether too contracted for safe navigation.

W. Ropes & Co.	J. Ingersol Bowditch.
John L. Gardner.	Alpheus Hardy.
Bayley, Rollins & Co.	Wm. H. Bordman.
William Perkins.	William Parsons.
N. H. Emmons.	Curtis & Peabody.
Andrew T. Hall.	E. Atkins & Co.
Gossler & Co.	Baker & Morrill.
F. Nickerson & Co.	N. Mackay.
Glidden & Williams.	Wm. P. & Geo. Draper.
B. Goddard.	Nath'l Goddard.
J. G. Kidder.	Thayer & Lincoln.
Israel G. Whitney & Co.	Iasigi, Goddard & Co.
Wm. F. Weld & Co.	C. O. Whitmore & Sons.
Tudor Co., by C. H. Minot, treasurer.	P. S. Shelton & Co.
	Benj. Burgess & Sons.

BOSTON, *September* 30, 1868.

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R.

Remonstrance of the Tudor Company.

To the honorable the United States commissioners on the subject of a bridge between Boston and East Boston:

The Tudor Company respectfully represent that as wharf owners at Charlestown and as merchants engaged in foreign commerce (and the source of large revenue to the government) they protest against the erection of any piers or structures between said Boston and East Boston, as the effect could not but be destructive to said commerce and injurious to themselves.

At Charlestown they possess two large wharves with extensive bonded warehouses and others in the course of construction, and from said wharves they despatch annually exceeding 60 vessels, mostly of the largest class, of 21 to 22 feet draught of water, for the East India and China ports, and many of said vessels return direct from Asiatic ports to said wharves with valuable cargoes, upon which heavy duties accrue to government. At this time seven vessels are on their return from India and China with cargoes, the duties upon which aggregate $400,000 in gold, or exceeding half a million of dollars in currency as revenue to the government. At Charlestown are loaded annually 350 to 400 vessels with ice, the greater portion in the winter months; and it is only from unobstructed channels that drift ice is prevented from becoming permanent.

The area from Charles river bridge to Chelsea bridge and the line of the proposed structure is 398 acres, and the duration of slack water at this point but 16 minutes. At present, with the assistance of tug-boats, and under the care of pilots, the larger ships despatched by them can only depart from Charlestown at slack water and at full flood.

The number of deep water wharves, beginning with Lewis wharf outside of the proposed bridge, in Boston proper is eight; and inside, 18 in Boston and 8 in Charlestown; or 26 wharves in all, which would be seriously injured by any structure, and three-fourths of the accommodation for large vessels would be enclosed by the bridge. If the wharves in East Boston are counted the proportion remains the same. The construction of any bridge across the most important part of the harbor cutting off open communication with the sea would occasion the disuse in part of the present wharves and thereby destroy the commerce now directed to them.

With much respect, we are, gentlemen, your obedient servants,

TUDOR CO.,
By C. H. MERIOT, *Treasurer.*

BOSTON, *September* 30, 1868.

LOWELL, MASSACHUSETTS,
October 1, 1868.

DEAR SIR: On my return home to-day I found your letter of the 28th ultimo, asking me to furnish you with a copy of a speech made by me on the Maverick bridge question in the Massachusetts house of representatives on the 5th of June last. It embodied my views in a brief form, as derived from the evidence presented to the committee on harbors, of which I was a member, and to whom the subject was referred.

On the question of reporting the bill the committee were equally

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divided, one of the members, who had not attended the hearing, not voting.

Being a matter in which my immediate constituents had no special interests apart from other citizens of the commonwealth, I have given it no attention since, and should therefore be unable to add anything to what I then said that could be of use in the present inquiry.

I send a copy of the paper containing the speech, which please make such use of as you may think proper.

Respectfully yours,

JAMES B. FRANCIS.

W. W. WHEILDEN, Esq.,
Charlestown, Massachusetts.

To the honorable commission appointed under a joint resolution of Congress in relation to the erection of a bridge in Boston harbor; now sitting at the navy yard at Charlestown:

The undersigned, in behalf of merchants and wharf owners of Boston and Charlestown objecting to the erection of said bridge, respectfully submits the subjoined remarks of the Hon. James B. Francis, of Lowell, made in opposition to the bill for the incorporation of the Maverick Bridge Company in the house of representatives of Massachusetts on June 5, 1868, and printed in the Boston Daily Advertiser of June 6, 1868. The distinguished ability and reputation of Mr. Francis as a civil engineer entitle his views to the most respectful consideration; especially in view of the fact that they were delivered after a full hearing of the evidence presented both by the friends and opponents of the Bridge company before the house committee on harbors, of which Mr. Francis was a member.

J. B. THAYER,
For the Tudor Company and others.

BOSTON, *September* 30, 1868.

Remarks of Mr. Francis of Lowell against the bill to incorporate the Maverick Bridge Company.

Mr. FRANCIS, of Lowell. This matter was referred early in the session to the committee on harbors, of which I am a member. The committee heard the petitioners and parties opposed to the bridge at great length, but were unable to agree on a report. I do not propose to discuss the necessity for the bridge, although I must admit that the want of some better means of communication between Boston proper and East Boston is very great; but I think it should be looked for by improving the ferries, which might easily be made to afford as good or even better accommodation than that between Brooklyn and New York. It is claimed that it cannot be done on account of the greater rise and fall of the tide in Boston harbor; but that this can be easily overcome is plain from what is done at Liverpool where the rise and fall is perhaps twice as great as here.

The great objections to the bridge are its interference with commerce and the navy yard. A very large part of the vessels entering Boston harbor go above the ferries, near which the bridge is proposed to be built. It appeared that last year about 16,500 vessels passed the drawbridges above the proposed site for the bridge, and that about as many more stopped at the various wharves between the proposed site and the drawbridges, making about 33,000 vessels which passed the proposed site last year, say 100 per day on an average. All the vessels to the Lowell, Boston and Maine and Fitchburg railroads; all the great ice ships for India, now 50 to 60 a year, and drawing more than 20 feet of water; all the ships of war, and in fact nearly all the largest ships entering Boston harbor, go above the site of the proposed bridge; and if the bridge is built all that go there must pass its drawbridge, and at particular times of tide. Much evidence was given as to the extreme sensitiveness of the owners of large vessels and their unwillingness to allow them to go where they might be in-

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jured, and also as to the difficulty of handling them in confined places like drawbridges, particularly when exposed to currents and winds, and also that if the bridge was built, very few large ships would go above it. All this was denied by the petitioners and attempted to be disproved by pilots and others, but the weight of evidence to my mind was that the bridge would be a great obstruction to the movement of the largest class of vessels, and diminish to a great extent the number frequenting that part of the harbor.

An average of 100 vessels a day passing the draw will be a serious interruption to the travel over the bridge. From the experience at Providence, Albany and Chicago, the petitioners attempted to show that by the use of steam power the time required for the opening and shutting of the draw and the passage of a vessel would not exceed three minutes; I do not think they make sufficient allowance for the prodigous size of the proposed draw, which is 400 feet long and 75 feet wide: more than twice the length of this State-house, and a quarter part wider than this hall; it will cover nearly three-quarters of an acre, and its weight cannot be less than 1,000 tons, and probably nearer 2,000. This enormous mass cannot be started or stopped suddenly. Then again, time must be given to clear the bridge of teams and passengers before the opening is commenced; this will require at least two minutes. So that if we take the time required for opening and shutting, and passing a vessel, at three minutes, as the petitioners claim, which I think is much less than it will average, we shall have five minutes' interruption to the travel at the passage of each vessel, making an average of 500 minutes per day, or eight hours and 20 minutes, that the travel will be interrupted. It will be said that frequently more than one vessel will pass at a time; it appeared, from evidence introduced by the petitioners, that at Chicago at one-sixth of the number of openings more than one vessel passed. Evidently not much time can be saved in this way except by a serious interference with the free movement of vessels. With the present amount of commerce the travel will be interrupted on *an average* eight hours per day; but vessels come into and go out of the harbor in fleets depending on the direction of the wind, and frequently for more than half the time the travel over the bridge will be interrupted. At Chicago the average number of vessels passing one of the draws is about 100 per day, but on some days it is more than 200, and one day in 1866 it was stated that 321 vessels passed. The interruption to the travel there is so great that they are attempting to build tunnels under the river to avoid it. There they have several bridges, here the whole travel will be concentrated on one bridge, and the interruption must be far greater. Clearly, one of two things must be the result if this bridge is built; either the interruption to travel over the bridge will be very great, or there will be great interference to the free movement of vessels, and consequent injury to commerce. Both interests will probably suffer to a serious extent, but commerce I fear will suffer the most.

The effect of the bridge on the navy yard, at which there were 383 arrivals and departures last year, I consider of the highest importance, and a sufficient reason for not granting a charter to build it. The navy yard I consider the chief protection to Boston from a foreign enemy. Forts now-a-days seem to be of little account—iron-clads must meet iron-clads, and where will they be stationed except at navy yards? Then again, the government, if they attempt to protect anything by means of forts, will protect their own navy yards, and they cannot protect Charlestown navy yard without at the same time protecting Boston. Do not let us give them any pretext for abandoning it.

On the whole, therefore, Mr. Speaker, it seems to me that the proposed bridge, if built, would not only be a great damage to commerce and interfere seriously with the navy yard, and tend toward its partial disuse if not abandonment, but from the constant use of the draw-bridge would not afford the accomodation to the travelling public that is anticipated, and that it will be a great damage to commerce without any corresponding advantange to the commonwealth.—*Boston Daily Advertiser of June* 6, 1868, (*supplement.*)

8.

Remonstrance of Boston Gas Company.

OFFICE OF THE BOSTON GAS-LIGHT COMPANY,
20 *West Street, Boston, September* 29, 1868.

GENTLEMEN: The interest of the corporation would be affected unfavorably by the construction of any bridge connecting Boston and East Boston.

We are the owners at the present time of five wharves, next northerly to the Charles River bridge.

In the year 1867, our receipts of coal were 56,020 tons, which were brought by 142 vessels; of these vessels 132 brought foreign coal to the amount, say of 51,000 tons, paying to the United States a duty in gold of over $63,000.

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The vessels bringing English coal are mostly of large tonnage, drawing 18 to 20 feet water.

Any increased cost of coal falls directly upon the gas consumers of the city, so that any legislation which is injurious to us pecuniarly is of direct concern to the whole city of Boston.

With much respect, I remain, gentlemen, your obedient servant,

W. W. GREENOUGH,
President.

Hon. UNITED STATES COMMISSIONERS,
On subject of proposed bridge between Boston and East Boston.

T.

Remonstrance of Hon. George M. Barnard.

BOSTON, *September* 30, 1868.

GENTLEMEN: Succeeding my father, who had been extensively engaged in commerce, foreign and domestic, since 1800, I have been also very largely concerned in the importation of merchandise into this port, and the business thus carried on during the whole of the present century, without intermission or, except by war, without interruption, has involved a constant deep interest in the preservation of our harbor.

From my earliest recollection, two points have constantly excited the anxiety and attention of all interested in our commerce, the shoaling of the channel and the obstruction by ice. Either of these difficulties, if unchecked by adequate remedies would, in my judgment, be almost fatal to our harbor for the purposes of navigation and commerce.

The tendency to shoaling in the channel I have always understood to be incontestable, and from my own observation and experience, it is with the greatest difficulty that, in a severe winter, the ice is prevented from closing the passage of vessels to and from the wharves for many weeks. The constant traverse of the East Boston steam ferry-boats has greatly prevented the blockade of ice.

The building of a bridge, involving the construction of piers, impeding more or less the flow of the current, will unquestionably induce the deposit of mud and the consequent shoaling of our already scanty channel, and serve to hold back the ice so, as I believe, to render unavailable for navigation during a very large portion of the winter all the wharf accommodation above the bridge. How largely it must impair the value of our harbor to the whole country as the resort or station of a navy, and how largely it would curtail the service and value of that branch of force will be best known to the honorable commissioners. But as a merchant, I believe that the proposed bridge would so embarrass and shackle the operations of commerce and navigation as to rapidly reduce, and eventually destroy, the whole of our foreign trade.

I have the honor to be, with great respect, your obedient servant,

GEORGE M. BARNARD.

Hon. UNITED STATES COMMISSIONERS
On the subject of a bridge between Boston and East Boston, &c.

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U.

Protest from all the owners and occupants of wharves between East Boston ferry and Charlestown bridge.

To the honorable commissioners upon the subject of a bridge between the city of Boston and East Boston, now sitting at the navy yard in Charlestown:

The undersigned, proprietors, occupants, or agents for the undermentioned wharves, comprising all the wharves between the East Boston ferry and Charlestown bridge, respectfully remonstrate and protest against the construction of any bridge between the city of Boston and East Boston, for the following reasons:

Any bridge whatever would be a serious and very injurious obstruction to the business and commerce of the city of Boston, and a bridge resting on piers or piles would inevitably prevent the free current of the tide, and have a tendency to lessen the depth of water in the harbor, and narrow the channel of deep water.

Such a bridge would also very much reduce the extent of available anchorage ground for vessels of medium and large draft of water, and if the proposed bridge should be erected at or near either of the ferry-ways to East Boston, the most desirable space for anchorage would be reduced probably one-third, or even more.

Such a bridge would also entirely close the part of the harbor above the bridge for many weeks during the winter, since the ice could not be removed from above the bridge, and in all probability it would be the means of closing the whole upper harbor, even below the bridge for a longer or shorter time in the winter, as it is well known that the ice has in former years, and not unfrequently prevented the approach of vessels to the wharves in the city for several weeks at a time, and has only been prevented doing so in later years by the running of the steam ferry-boats.

The damage and injury to the wharf and warehouse property above the proposed bridge cannot be estimated. All access to these wharves, by ships may in all probability be rendered impossible for at least three or four months, and in hard winters even longer, and outside of the proposed bridge there is not wharf accommodation for the larger class of vessels or store-room for their cargoes.

There would also be great obstruction and delay in the transportation of merchandise over the bridge caused by the frequent opening of the draw for the passage of vessels, and the loss of time occasioned thereby would be from eight to ten hours daily on an average through the year, and on some days, in winter, or when an unusual number of vessels are arriving, the draw may be required to be open nearly one-half the time during daylight, and the delays and obstructions to navigation resulting from the crowds of teams and other vehicles, and passengers which will accumulate on the bridge, and the time that will be occupied by closing the draw and clearing the bridge, and again opening the draw cannot fail to be very great and these delays and loss of time, will be a very serious damage and injury to the trade and commerce of Boston.

BOSTON, *September* 30, 1868.

CONSTITUTION WHARF COMPANY, by S. S. Williams, treasurer.
FOSTER & SON, coal.
YOUNG ———, coal. } Isaac Harris, owner.
J. RICH & CO., fish.
GRAY'S WHARF, Otis Durry for J. S. Brandy, proprietor.

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BARTLETT'S WHARF, ATKIN'S WHARF, } James L. Mills and Son.
CLAPP'S WHARF, Mills Brothers.
LINCOLN'S WHARF, Noah Lincoln.
BARTLETT'S WHARVES, Theodore A. Neal.
UNION WHARF, S. E. Peabody, treasurer.
FISK'S WHARF, S. E. Peabody for George Peabody.
BOSTON GAS-LIGHT COMPANY'S WHARVES, five in number, W. W. Greenough, president.
SARGENT WHARF, MOORE'S WHARF, } Nathan Matthews.
WINNESSEMMET Co., by N. Matthews, president.
CLAPP'S WHARF, A. Wilbur & Co., owners.
WIGGIN'S WHARF, A. Wilbur & Co., owners.
ROBY'S WHARF, A. Wilbur & Co., occupants.
BATTERY WHARF, John Révere.
CONROY'S WHARF, D. R. Sortwell, owner.
ASPINWALL'S WHARF, W. H. Grueby, owner.

V.

Remonstrance of Hon. Josiah Quincy, chairman of board of harbor commissioners.

BOSTON, *October* 1, 1868.

SIR: In behalf of the board of harbor commissioners I submit a report of their engineer, detailing some of the physical objections to the construction of a bridge between Boston and East Boston. It is accompanied by a chart showing the depth of water in this part of the harbor, and the only points where ships of the first class can ride at anchor.

I have the honor to be, with sentiments of the highest respect,

JOSIAH QUINCY,
Chairman of Board of Harbor Commissioners.

Admiral STRINGHAM,
President, &c.

BOSTON, *September* 30, 1868.

SIR: In obedience to your instructions to report to you such facts as might demonstrate the extent to which the construction of a bridge between Boston and East Boston would be an obstruction to navigation and cause injury to the channels of the harbor, I have the honor to make the following statement:

A bridge across the navigable waters of any harbor is a serious obstruction to the free navigation of its channels; and in this instance it is most objectionable on account of its location.

Boston proper, South Boston, East Boston, and Charlestown can be considered most favorably situated for commercial purposes, each being a peninsular offering the widest range of water front upon the navigable waters of the harbor. So far nineteen bridges intercept navigation to the full water front of Boston harbor. Much could be said about the want of forethought in placing this embargo upon the free navigation

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of the harbor, and the abuse of power granted to corporations to build these bridges in the most primitive form, offering the greatest possible difficulty to the passage of vessels and obstructing the tidal flow of the water. In the present instance more caution has, apparently, been exercised, and conditions are impossible upon the Maverick Bridge corporation to obviate the errors of previous grants. Nevertheless, I consider in this case the *location* of the bridge as one of the greatest objections.

Of all the water front in this harbor there remains for commercial purposes only 120,000 lineal feet of wharfage unobstructed by bridges; and this the contemplated bridge would, if located somewhere on a line between Battery or Constitution wharves and Maverick wharf, reduce to 64,200 lineal feet of wharfage, against which vessels may lie to load and discharge freight. It might further be claimed that about one-half of the portion so cut off is now used by a class of large vessels which would probably abandon those wharves in preference to passing a bridge even if it was built in the manner prescribed by the act.

Setting aside the errors of the past, by which 43,000 lineal feet of wharfage front were cut off by the obstruction of bridges, and can now only be used for coasting vessels, although the depth of the channels would have permitted vessels of the largest class to use a large portion of that water front, it is now further contemplated to cut the remainder of the present water front effectually in two. I believe there is no instance to be found where a mercantile community has committed an act so suicidal to their commercial interests.

The location of the bridge on a line as above assumed, or between the landings of the ferry at present in use, would render it necessary to give up half of the anchorage ground for large vessels to the proper and unobstructed use of the bridge. There is only room to anchor four vessels of the largest size at present in the vicinity of the city, as the accompanying tracing shows.

Every person familiar with the harbor knows that our "coasters" generally arrive in fleets of a dozen or more, bound for the Charles and Mystic rivers, and in the event that one or two large vessels were at anchor above and below the contemplated bridge it would be impracticable to anchor them in the vicinity of the bridge to await their turn to pass the draw without obstructing that portion of the harbor, particularly to vessels leaving or making the wharves in that vicinity. Consequently one or the other class of vessels must give way.

A further difficulty would arise from the location of the bridge to all large vessels leaving the wharves in its vicinity, or leaving Charlestown, and especially the United States navy yard; on account of the direction of the current and existing shoals they would have difficulty, even with the aid of steam, in placing themselves in a position upon the limited area left to them to obtain a proper steerage way to make the draw opening with any degree of certainty; and in case of failure to do so it must result in an injury to the bridge or the vessels, or both, as the current is sufficiently strong to make a collision a serious affair. It is beyond all question that not more than one large vessel could make the attempt, for it is well known that large vessels can leave their berths at or near high water only. Consequently it being impracticable for one vessel to wait for another to make its evolution in order to pass the draw, the construction of the bridge would either reduce the departure of our large vessels from above the bridge to one in number per day, or render it necessary to abandon the use of that portion of the harbor above the bridge for large vessels.

The adoption of a certain plan for the construction of the bridge may

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in a great measure prevent any very serious injury to the channels of the harbor and the obstruction of the tidal flow, which could not by the expenditure of money be remedied.

No definite dimensions for the piers of the bridge have been designated, and it is only necessary to mention that, in proportion as they will reduce the water way, a corresponding deepening of the channel in that vicinity will take place until the cross-section has been restored, which may cause a removal of about 25,000 cubic yards of material and its consequent deposit in a valuable part of the channel. An increase of the velocity at the bridge will also be the consequence, probably not exceeding 4-10 mile per hour, however, which is not very desirable in this narrow part of the harbor. It is probable that any ice embargo above or at the bridge might be prevented, provided steam tugs should be properly employed to break the ice and prevent any jam or collecting of ice-fields at the bridge.

I do not know that it is within my province to speak of the doubtful facilities which the bridge would offer as a means of communication between Boston and East Boston; but as I have collected the statistics of the number of vessels passing the line of the contemplated bridge, it appears proper to mention this subject in connection with the disadvantage to both travel over the bridge and delay to shipping.

Recorded and estimated number of passages through the draw per annum, 33,000.

Probable time consumed in the passage of a vessel from the time of closing the gates to travel to the reopening of communication, 7 minutes.

Estimated as follows:

Time allowed persons to leave the draw before turning off, say 300 feet, at four miles per hour	1′
Turning the draw off by steam power	1′ 30″
Draw open for passage of vessels, say 800 feet, at 3 miles per hour, that distance being required, as no draw piers are contemplated.	3′
Turning the draw on	1′ 30″
Total time	7′

Consequently, under the most favorable conditions, using steam for opening the draw, and passing vessels through by steam, a delay of five hours out of 12 would result to all travel and transportation across the bridge. But as it is evident that we cannot distribute the passage of vessels uniformly as to time for their passage, there would be times when either the vessels would be delayed or all transportation across the bridge stopped.

I have not thought it necessary to speak at length of the irreparable injury which the proposed bridge would be to the navy yard at Charlestown.

It needs no argument to show that, if the bridge is built, the navy yard must be either wholly or partially abandoned.

Most respectfully submitted.

A. BOSCHKE,
Engineer to the Harbor Commission.

Hon. JOSIAH QUINCY,
Chairman of Board of Harbor Commissioners.

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W.

Protest of Nathan Matthews, president Winnisimmett Ferry Company, against the bridge.

To Rear-Admiral S. H. Stringham and Charles H. Bell, and Brevet Brigadier General J. H. Simpson, commissioners, convened at the navy yard in Charlestown to examine the operation of the proposed Maverick bridge across Boston harbor, &c.:

GENTLEMEN: The undersigned, a resident of Boston, and for 30 years acquainted with its commercial facilities and business, a large wharf-owner in Boston and Chelsea, and for 15 or 20 years last past having been president or manager of the Winnisimmett Ferry Company, whose boats ply between the cities of Boston and Chelsea, begs leave to state:

First. That said ferry boats have been the most efficient agent in developing the commercial and general prosperity of Chelsea, as a large majority of the travel between the two cities is by the ferry.

Second. That said boats have been the most potent agents in keeping the upper portion of the harbor free of ice in the winter season, during the severer portions of which they are obliged to be run all night. But in my opinion should any obstruction be allowed to be placed in the narrow strait below, between the main land in Boston and East Boston, no existing available appliances would be able to prevent said upper portion of the harbor from being closed by ice and for the time being lost to navigation. This would involve the discontinuance of the ferry and inflict a severe blow upon the commercial and business prosperity of the city of Chelsea.

Third, The obstruction to navigation resulting from a drawbridge the year round, in addition to the complete blockade by ice in the winter, would be a serious injury to the north end of Boston, to the navy yard, and to all the cities and towns upon the navigable waters above the line which it is proposed to bridge.

Fourth. In my opinion, there is no exigency which would justify Congress in allowing at any time a bridge to be built across Boston harbor.

Respectfully,

NATHAN MATTHEWS,
President of the Winnisimmett Ferry Co.

BOSTON, *October* 2, 1868.

X.

Protest of treasurer of Constitution Wharf Company, of Boston.

The treasurer of the Constitution Wharf Company submits to the honorable commissioners the following statement:

The number and description of vessels that came to Constitution wharf to discharge or load, in whole or in part, during the term of three years, from September 1, 1865, to August 31, 1868, are as follows:

Fifty-two steamers, of from 1,200 to 2,280 tons; 137 ships, of from 700 to 1,886 tons; 135 barques, of from 700 to 1,886 tons; 26 barques; 26 brigs; 105 schooners; 3 sloops.

All the steamers and very nearly all the ships and barques brought

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cargoes from foreign ports, many of them drawing from 20 to 24 feet of water, and requiring very large wharf accommodation to facilitate the landing of their cargoes.

There are convenient berths for five vessels of the largest class to discharge or load at the same time.

For the Constitution Wharf Company,

S. T. WILLIAMS,
Treasurer.

BOSTON, *October* 1, 1868.

Y.

J. F. and F. L. Gilman, September 24, 1868.

CHARLESTOWN, *September* 24, 1868.

GENTLEMEN: We present to you for your consideration, as a small part of the business on Mystic river, No. 49 to 57 Medford street, Charlestown.

Wharf and buildings we value at $30,000. In 1867 we received 20 freights of granite, averaging 120 tons each, delivered by sloops—total 2,400 tons; usual price per ton for freight through each bridge extra, five cents, $12,000.

And an additional bridge would actually cause delay in receiving granite, and in many cases would delay the erection of buildings, and we think would greatly reduce the value of wharf property in this vicinity.

Very respectfully, yours,

J. F. & F. L. GILMAN.

Admirals STRINGHAM, BELL, and Gen. SIMPSON.

Z.

Commodore G. S. Blake, September 18, 1868.

LONGWOOD, NEAR BOSTON,
September 18, 1868.

MY DEAR ADMIRAL: At the request of several citizens of my native place, Boston, who are much interested in the subject which you are here to investigate, I beg to say a few words to you in regard to it, though I can hardly expect to suggest anything which will not readily occur to you.

It happened that when I entered the navy in 1818 I was attached to the Independence, then lying off Long wharf, bearing, as you will perhaps remember, the pennant of Commander Bainbridge. While attached to her, I was detailed as one of the party of Captain Wadsworth, who was engaged in a hydrographical survey of Boston harbor, and was employed with him personally in the soundings. I became, in this way, quite familiar with the harbor half a century since, and whenever I have visited it at later periods, I have been struck with the great changes which have occurred, owing, as it seems to me, to the numerous bridges and wharves which have been built around it in all directions. A brig could hardly swing clear in the old berth of the Independence.

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It seems to me that the objections to the proposed bridge are very obvious, and that among them are the following:

First. That it would contract very materially a very important part of the harbor, which is already very much crowded and inconveniently small.

Second. That it would interrupt the free passage of floating ice in winter, and that fields of ice would certainly consolidate above the bridge, and thus interfere with the passage to or from the navy yard as well as a portion of the city wharves.

Third. That it would undoubtedly affect the tidal currents of the harbor very seriously, and occasion deposits which might be very injurious

Fourth. That the statistics of passing vessels will show that the draw would be open nearly if not quite half the time, and that thus the bridge would not materially facilitate the transit between East Boston and the city proper.

I trust that you will pardon the liberty I take in writing you on this subject, which you will so carefully consider in all its bearings, and believe that I do it only at the urgent request of my friends.

Most respectfully and truly yours,

G. S. BLAKE.

Rear-Admiral BELL,
United States Navy.

Z 1.

Commodore John Rodgers, commandant navy yard, Boston, opposing bridge.

UNITED STATES NAVY YARD, BOSTON,
Commandant's Office, October, 1868.

GENTLEMEN: In reply to your letter of the 28th ultimo, I have the honor to state that my views are adverse to the propriety and to the expediency of erecting the Maverick bridge.

It occurs to me as a seaman that the principal harbors, even of a country less extensive than ours, are too useful to the world to be obstructed for merely local purposes.

Into whatever port a ship enters she finds the care taken to facilitate navigation is in proportion to the civilization and intelligence of the nation possessing it. She finds in Boston charts published, pilots licensed, light-houses erected, buoys placed, obstructions carefully marked or removed, fortresses built to preserve peace and insure neutrality.

No nation which has the skill to design Maverick bridge would grant permission to build it.

The immovable property in this navy yard is estimated by the civil engineer of the yard at the value of $30,000,000. This whole property is held for the sole purpose of sending vessels to sea, and the millions annually expended here have no other ultimate end in view.

The government has now the right of free access to the ocean through a channel stretching from shore to shore.

The Maverick Bridge Company ask permission to confine this passage to a draw.

No experienced seaman can aver that, in unfavorable circumstances of wind and tide, the passage of a large and deep vessel through the draw would not be fraught with danger at once to the vessel and to the bridge.

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A very small per cent. of risk would with so costly a structure as a single steam frigate amount to a large sum, but the importance of promptly and safely getting a fleet to sea in some national exigency cannot be estimated in coin.

Who can reckon the value of the opportune arrival of a new army corps at Bull's run, for instance, or in such a case estimate the national loss involved in a few hours' detention.

A contingency is possible in which the Maverick bridge might turn the event of a battle.

But for this narrowing the channel, and for the risk of passing the draw, and for the hindrance of our fleets in a national crisis, the Maverick Bridge Company has no equivalent to give, and offers none.

No vessel would choose to beat very near it; no vessel can beat to her anchorage beyond it; no large vessel would choose to anchor within 600 or 700 feet of the bridge, for fear of dragging her anchor in bad weather and swinging against the structure.

It will abstract from the area of the harbor available for the general purposes of commerce, and of the navy, its own width, and a strip of water on each side 600 or 700 feet wide, amounting in all to something like 2,000,000 of square feet.

The injury to an important part of a great commercial port can scarcely fail to injure the whole, as the paralysis of a limb injures the whole man.

This harbor is the principal one in New England, and the interest involved in its conservation extends wherever its commerce reaches.

No local pleas should prevail in so wide a concernment.

But in effect the Maverick bridge, by damaging the property above it, will give an increased value to that below it. It will take away from the United States and from part of its citizens the valuable natural right of unobstructed navigation, whereby the property below the bridge will be benefited.

It may be doubted whether the bridge would do more than change the enter of commerce and money value in the port; it would surely do this, but it is very uncertain whether the draw would not be open too often and too long to leave the bridge useful as a means of transit.

A statement has been made by the harbor master that he has no doubt but that he has seen 200 vessels pass the site of the bridge in a day. Allowing only 10 minutes for swinging the huge draw, near 400 feet in length, and for the passage of each vessel, these would take 2,000 minutes, or over 30 hours. If the draw should not suffice for the navigation it could not at once accommodate navigation and travel. No one in this country would use a route liable to unlimited detentions. But the board of commissioners is aware of the facilities given by the ferries for transit to New York.

There is no reason why ferries should not as amply accommodate East Boston with its comparatively few needs; but in fact East Boston now communicates with Boston by Chelsea bridge. In this she has an advantage of wheel and foot transit to her capital, possessed neither by Brooklyn nor Jersey City.

The ferry companies are indefatigable ice-breakers, their steamers, running day and night, perform involuntarily this necessary service.

The Maverick bridge in its charter makes provision for doing away with one of these ferries; an injurious effect may be forseen upon distribution of the silt. For all these reasons I deem it unwise and unjust to permit the erection of Maverick bridge.

I append statements of the draw-keepers of Chelsea and Warren bridges, and one from the harbor master, also one from the naval con-

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structor, showing the height of vessels' masts, the draught of some of them, and the length of some.

These papers tend to show the impolicy of permitting the erection of Maverick bridge.

I am, respectfully, your obedient servant,

JOHN RODGERS, *Commandant.*

To the COMMISSION ON THE BRIDGE.

CHELSEA BRIDGE, CHELSEA—NORTH DRAW,
September 26, 1868.

We, the undersigned, hereby certify that we have carefully examined the records of our office and find that from April to November, both inclusive, 1867, 1,064 vessels passed through this north draw; and from December, 1867, to March, 1868, both inclusive, to the best of our knowledge and belief, about 100 vessels, which we consider a fair average for the past three years.

We also certify that to the best of our observation, knowledge and belief, that from December to March, both inclusive, the navigation above the bridge is obstructed at different periods all of two months, the obstruction immediately below the bridge being prevented by ferry-boats and tugs used for that purpose.

WILLIAM H. ARCHER,
WESLEY ABBOTT,
Toll gatherers and in charge of North Draw.

CHARLESTOWN, SOUTH DRAW CHELSEA BRIDGE,
September 26, 1868.

We, the undersigned, hereby certify that, to the best of our knowledge and belief, an average of 2,500 vessels have passed through the south draw of Chelsea bridge during eight months in the year, for three years past, and 600 from December to March, both inclusive, for the same period.

We also certify, to the best of our observation, knowledge and belief, that from December to March, including both months, the navigation above the bridge is obstructed all of two months, the obstruction below being prevented by ferry-boats and tugs used for that purpose.

DANIEL S. LAWRENCE,
ADAM BOUHLY,
In charge of South Draw.

CHARLES RIVER BRIDGE,
September 28, 1868.

I hereby certify that in 1866 3,889 vessels passed up the river through this draw; in 1867, 4,278, and in 1868, to present date, 2,963.

I also certify, to the best of my observation, knowledge and belief, that the average time of the river being closed by ice between Charles river and Warren bridges during the winter months is two weeks. The navigation above the Fitchburg railroad bridge is closed about two months during the winter season.

MOSES WHITEHOUSE,
In charge of Bridge and Draw.

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BOSTON, *October* 2, 1868.

I hereby certify that I have no doubt in my own mind but that I have seen as many as 200 vessels pass the proposed site of Maverick bridge in one day; and when a fleet of vessels arrive I do not think the passage of 100 vessels in a day is an unusual occurrence.

It is my further opinion, derived from an acquaintance with Boston harbor made more than 20 years ago as pilot, and fortified by my observation as harbor master for the last eight years, that the ferries, which it is proposed the Maverick bridge may supersede, are of the utmost value in keeping the harbor open in winter, and that without the aid of the ferry-boats the navigation would be much more obstructed by ice than it now is.

JOHN T. GARDNER,
Harbor Master Port of Boston.

BOSTON, *September* 30, 1868.

I hereby certify, to my best knowledge and belief, that one-half of all vessels that arrive in Boston harbor go above the proposed East Boston bridge; in my opinion about one-half the number of vessels arrive in winter that do in summer, or thereabout.

JOHN T. GARDNER,
Harbor Master of Port of Boston.

Number of vessels that entered from foreign ports from April, 1867, to November, 1867, inclusive.

	Number.	Tonnage.
American	472	187,430
Foreign	1,872	364,681
Total	2,344	552,111

Number of vessels entered from coastwise ports during same period, 840; tonnage, 558,661.

ENTERED.

	Number.	Tonnage.
Foreign	2,344	552,111
Coastwise	840	558,661
Total	3,184	1,110,772

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Number of vessels cleared for foreign ports from April, 1867, to November, 1867, inclusive.

	Number.	Tonnage.
American	419	151,903
British	1,827	345,896
Total	2,246	497,799

Number of vessels cleared for coastwise ports during the same period, 1,385; tonnage, 686,136.

CLEARED.

	Number.	Tonnage.
Foreign	2,246	497,799
Coastwise	1,385	686,136
Total	3,631	1,183,935

Number of vessels entered from foreign ports from December, 1867, to March, 1868, inclusive.

	Number.	Tonnage.
American	148	55,050
Foreign	284	74,101
Total	432	129,151

Number of vessels entered from coastwise ports during same period, 175; tonnage, 167,868.

ENTERED.

	Number.	Tonnage.
Foreign	432	129,151
Coastwise	175	167,868
Total	607	297,019

Number of vessels cleared for foreign ports from December, 1867, to March, 1868, inclusive.

	Number.	Tonnage.
American	187	66,066
British	279	57,287
Total	466	123,293

Number of vessels cleared, coastwise, during same period, 516; tonnage, 362,044.

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CLEARED.

	Number.	Tonnage.
Foreign	466	123,293
Coastwise	516	362,044
Total	982	485,337

NAVAL CONSTRUCTOR'S OFFICE, NAVY YARD,
Boston, October 2, 1868.

SIR: Agreeably to your order I furnish herewith the following dimensions of the several vessels named:

Name of vessel.	Height above lead line.		Draught.	
	To main-top-mast head.	To upper end of lightning-rod.	Forward.	Aft.
	Feet.	*Feet.*	*Feet.*	*Feet.*
Steam frigate Franklin	150.50	210.00	24.25	25.50
Steam frigate Minnesota	149.50	205.50	*	*
Steam frigate Merrimac	151.50	204.50	23.50	23.88
Steam frigate Wabash	149.00	205.00	*	*

* Not known.

SLOOP OF WAR AMMONOOSUC.

	Feet.
Length from fore edge of gripe to after end of spanker boom	354.42
From fore end of jibboom to after end of spanker boom	398.42
Extreme breadth	46.50

IRON-CLAD AGAMENTICUS.

	Feet.
Extreme length	260.75
Extreme breadth	51.75
Draught of water (mean)	12.92

IRON-CLAD QUINSIGAMOND.

	Feet.
Extreme length	345.25
Extreme breadth	56.33

Very respectfully,

EDWARD HARTT,
Naval Constructor.

Commodore JOHN RODGERS, U. S. N.,
Commandant Navy Yard, Boston.

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Z 2.

Remonstrance of Messrs. W. F. Weld & Co., merchants of Boston.

BOSTON, *October* 3, 1868.

GENTLEMEN: The undersigned, who have been ship-owners, and transporters of foreign merchandise into the port of Boston for the past 30 years, would respectfully suggest to the commission that a bridge constructed across the channel between the city and East Boston would prove a serious detriment to the commerce of the port; so much so, as to decrease the amount of United States revenue now collected here.

The natural tendency of the business of Boston is to leave us, and if any act like bridging the harbor should be sanctioned by Congress, it will, in our opinion, prove a serious blow to the growth and prosperity of the city. Any one familiar with vessels must be aware, that if a bridge is erected as contemplated, it will nearly destroy the navy yard for government purposes, in fact reduce it from a first-class to a third-class yard; and eventually end in the entire removal of the yard, which we consider would be a great calamity, as in case of war the city would be without its protection. Having a strong interest in the prosperity of the city and the value of the present navy yard to the whole country, we respectfully protest against the erection of the bridge.

Very respectfully, yours,

WM. F. WELD & CO.

Hon. UNITED STATES COMMISSIONERS

With reference to a bridge between Boston and East Boston.

Z 3.

Remonstrance from Boston Board of Trade.

BOSTON BOARD OF TRADE,
Corner of Bedford and Chauncy streets, Boston, October 6, 1868.

GENTLEMEN: I have the honor to hand you herewith the report of a committee of this board appointed to consider the proposition to erect a bridge across the channel between the mainland of the city of Boston and East Boston.

This report was adopted at a meeting of the board held yesterday by a unanimous vote, and was ordered to be presented to the commission, as an expression of opinion adverse to the erection of the bridge. Although it contains some statements of fact which have already been made, its purpose primarily having been to give information to our own members, yet it may not be without its value in confirmation of the other testimony which has been given before the commission.

I am, gentlemen, your obedient servant,

HAMILTON A. HILL, *Secretary.*

Hon. COMMISSION

On the proposed Maverick Bridge, Charlestown Navy Yard.

Copy of report.

The committee appointed to consider the proposal to erect a bridge between Boston and East Boston beg respectfully to report:

Late in the session of 1868 the legislature of this Commonwealth granted an act of incorporation to certain citizens of East Boston under the

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name of the Maverick Bridge Company, and authorized and empowered them "to erect a bridge over the water between the mainland in the city of Boston and East Boston, and to purchase or otherwise take and hold such real and personal estate as may be proper for that purpose."

This charter was given, not in consequence of any special requirements of the general business of the city, nor in response to any urgent demand for it on the part of the commercial community, but simply to supply what was supposed to be needed in the way of additional facilities of communication between East Boston and the city proper. It was initiated as a local measure; it has been advocated almost exclusively by the residents of a single locality; and whatever advantages may result from it, if consummated, will enure chiefly to that locality.

Two questions suggest themselves in attempting to determine the expediency of this plan for connecting East Boston with the mainland of the city: Will it accomplish for the people of East Boston what is claimed to be needed by them? If it shall do this, will it or will it not be at the expense of other interests more numerous and more important than those which it will serve?

1. Will the proposed bridge afford to the people of East Boston such means of communication with the city proper as they desire? No one will deny that every adequate facility should be supplied for intercourse between different parts of the city, so far as circumstances may permit; and there is, probably, no difference of opinion on the point that hitherto connection between East Boston and the mainland has been less perfect and complete than it ought to and might have been. The deficiency which has thus existed furnished the ostensible reason in view of which the legislature incorporated the Maverick Bridge Company; and, without it, this action probably could not have been secured. But recent improvements in the management of the East Boston ferries illustrate what may be attained by this method of uniting the two shores of our harbor, and the extent of the traffic successfully maintained by ferry companies in other harbors indicates the degree to which it might be accommodated in our own. If our present purpose were to ascertain how and in what manner to furnish to East Boston the best communication with the city, it would not be difficult to show that everything really necessary could be gained by a still further improvement of the ferry system, by a gradual multiplication of ferries, and ultimately, perhaps, by a tunnel under the channel. We are limited, however, in this discussion to the merits of the bridge which the people of East Boston are now proposing as the agency for supplying the want of which they complain; and from all the evidence at our command we are convinced that this will not be what is claimed and promised in its behalf. The counsel for the bridge company, in the course of the pending inquiry before the naval and military commission at Charlestown, has stated that the necessities of the commerce of the harbor are to be treated as paramount to the convenience of the bridge traffic in the management particularly of the draw. There is nothing in the act which can be construed into a recognition in any form of the rights of commerce, or which can be made available in case of need for its protection; but supposing the company to be magnanimously disposed in this regard, what will be the result? A careful estimate makes the number of vessels passing and repassing during the year that part of the harbor which is to be spanned by the bridge at least 33,000. The time occupied by schooners in going through the draws of the Chelsea and Charlestown bridges varies from two to fifteen minutes, and averages at least five minutes for each. It takes, as we are informed, four and a half minutes simply to open and close the draw

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of the new bridge at Newburyport, which is only 190 feet in length. The draw of the proposed East Boston bridge, according to the plan of Mr. Pratt mentioned in the act, will be upwards of 490 feet in length, more than twice the length of the State-house, as stated by Mr. Francis, of Lowell, the eminent civil engineer, in his speech in the legislature last June, nearly three-fourths of an acre in its area, and upwards of 2,000 tons in weight. To move this enormous structure by steam power even, and to give passage to a Liverpool packet, an Indiaman, or a frigate (supposing such vessels to be allowed to incur the risk of passing through the opening, which is very doubtful) will certainly require, under ordinary circumstances, from 12 to 20 minutes. Allowing only five minutes each for every description of craft which may possibly use the draw, it would appear that the traffic across the bridge will have to be suspended seven hours and thirty minutes on the average in every 24 hours, or for nearly the time which is beginning to be accepted as a working day. But Mr. Bartlett, who is competent authority on such questions, has given the opinion that the average of 12 minutes is very moderate calculation; and this, supposing the number of passages through the draw to be uniform day by day during the year, (which it will not be,) would occupy 21 hours of every secular day, or if both openings of the draw should be used equally, 10½ hours daily. What then will the residents of East Boston gain by the construction of this bridge, if the travel upon it is to be liable to such a degree of interruption as this? With all their complaints against their ferries they have been put to such inconvenience by them as the bridge would entail, supposing them to accept of this instead of the ferries, and supposing also the necessities of commerce to be respected and conformed to. It is true that no obligations have been asked for, and no assurances given that after the completion of the bridge one or more ferries will not still be insisted upon; and there is little doubt it is intended to use the bridge, not in lieu of, but in addition to the ferry system of communication. But even as a supplement to the ferry transit, how much will the bridge be worth practically with a gap of 400 feet opening midway in its span during one-third to one-half of every four and twenty hours, and in fact, during three-fourths, on the average, of the time between sunrise and sunset? And this being so, will not every inducement exist to lead the company so to manage the bridge in the interest of the people of East Boston, at whose instance and for whose benefit solely the charter was given, as seriously to impede the general commerce of the port? This suggests the inquiry—

2. Will the advantages anticipated by the citizens of East Boston, if they shall be secured, be purchased at the expense of the prosperity of the port? In the consideration of this part of the subject, it should be remembered that East Boston is not only included within the limits of our port, but belongs also to our municipality. It is an integral part of Boston, it is vitally concerned therefore in the welfare of the city, and it cannot afford to acquire a possible local advantage at the hazard of the general good. If the erection of the proposed bridge shall prove mischievous and calamitous to the city at large, it will eventually and inevitably work to the injury of every part of the city in its industry and in the value of its property. This is not in the broadest aspect of the case an East Boston question, and it should be weighed by the people of East Boston not as the inhabitants of a particular ward, but as citizens of Boston. By many of them, indeed, it is thus considered, and hence the difference of opinion in reference to it, which exists, as is known, even in East Boston itself. Again, it should be borne in mind

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that there is a cluster of cities resting upon the waters of our harbor and practically constituting this port—Boston, Charlestown, Chelsea, and Cambridge, and that the trade and advantage of each of these ought to be taken into the account whenever the capabilities and conveniences of the harbor are to be changed or diminished. Some of these cities have extended their emphatic protest against the new barrier which it is sought to interpose between them and the sea. The mayor of Cambridge has told the commission at the navy yard that his city stands prominent in commercial importance in the Commonwealth; that its valuation amounts to $33,000,000; that its wharf property is estimated at $2,000,000, and that the business transacted in connection with this is not less in value than $5,000,000. He believes that this business will be fatally affected by the erection of the bridge, as in effect it will increase the distance from the ocean and will add to the cost of coal and other commodities which are water-borne. It has been truly said that every bridge thrown across navigable waters is more or less an obstruction to navigation; and we have it on authority, that it now not unfrequently requires a longer time to take a vessel from Boston to Old Cambridge, than to make the trip from Philadelphia to Boston. We can well understand, therefore, why the municipal authorities and the property holders of that city should raise their voice against any additional structure threatening to render their communication with the coast more difficult and expensive. But if Cambridge, which has become somewhat accustomed, if not reconciled, to an interrupted and embarrassed channel to the sea, earnestly objects to any further impediment, it is not strange that Charlestown, with its unsurpassed water front, with its large foreign commerce, and with its access to the ocean hitherto as free as that of Boston, and as easy as that of any city on the coast, should be alarmed at this proposal to reduce it to the position of anything but a first-class port, and should in self-defence bring all proper influence to bear against the schemes. It has been given in evidence that upwards of 150,000 tons of ice have been shipped from Charlestown in a single year. One well-known company load with ice, at their wharves there, from 350 to 400 vessels annually, 60 or more of these going to the East Indies, and returning with cargoes of valuable merchandise. The only railroads connecting this port with the north and the west, which come to deep water, have their terminal wharves at Charlestown. There, too, is the navy yard, fitted up at an outlay of $30,000,000, and at which the arrival and departure of vessels in 1867 were 383. We venture the opinion that never before in the history of commerce was a proposal seriously entertained to bridge a channel thus dedicated to marine enterprise and to the public service.

But how will Boston itself be affected by the contemplated bridge? Our people do not propose to relinquish for all future time the foreign trade which has so greatly benefited and enriched them in the past. In common with other cities on the coast, we have suffered a decline in our tonnage, and enterprise and capital formerly employed upon the water have found temporary absorption upon the land. But circumstances will change all this, and in due time the shipping interest will revive and will prosper as in years gone by. It is for us to decide whether we will participate in this revival, and whether we will be prepared for it by maintaining the integrity of our harbor by adding to its conveniences and by affording the freest possible opportunity of interchange between the railway freight car and the ocean vessel. It is only necessary, in order to show the utter incompatibility of all this with the plans of the Maverick Bridge Company, to quote the state-

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ment of General Foster, that the proposed bridge will take nearly 2,000,000 square feet from the area of the harbor, or nearly one-half of the present anchorage ground suitable for large vessels; and the further statement of Mr. Bosche that there are now only 120,000 lineal feet of wharfage unobstructed by bridges, and that the Maverick bridge will cut off and reduce this to at least one-half. Can we afford to build over the area indispensable for the movement of large sailing vessels and steamers as they come from or go to sea? Can we afford to dispense with such wharves as Union, where the Calcutta trade has been largely accommodated, or Constitution, where the English trade has centred? And in addition to all this we have the opinion of eminent scientific men, neither contradicted nor disproved, that such part of the harbor as may remain unoccupied after the erection of the bridge will be seriously imperilled by the changing of the currents, by the checking of the flow of the tide, and by the "shallowing" of the water in the main channel by the driving of piles and by the construction of the piers. The question, therefore, is simply this, whether the harbor of Boston shall be sacrificed at the request of a few citizens of one of our wards, for their supposed personal advantage. To this the merchants of Boston, and the Board of Trade, so far as it has the right to speak in their behalf, can have but one reply to give. They propose to preserve their harbor intact, and they will never cease to oppose any project calculated to diminish and to destroy its trade.

By the courtesy of the navy and army commission already referred to the members of this committee have been permitted to attend the hearing before them at the Charlestown navy yard, and many of the facts communicated in this report have thus come to their possession. The papers presented to the commission by General Foster, Mr. Thayer, Mr. Bosche, and Mr. Bartlett contain a breadth of statement, an accumulation of testimony and a strength of argument which leave little more to be said, and to these, with the evidence of Professor Peirce, the legislative speech of Mr. Francis, and the veto message of Governor Bullock, the members of the board are respectfully referred for an exhaustive discussion on the subject. With these witnesses, so competent, so unprejudiced, and so unreserved, the judgment of the past and present commandants of the navy yard, the harbor commissioners, the collector of the port, and the largest ship-owners of Boston, fully concur, and against them no one has yet ventured to appear. No merchant has been found willing to go to Charlestown to declare that there is any necessity for the erection of this bridge, or that it would be safe to build it. The bridge company have said that they have witnesses in New York, in Chicago, and in Canada, who, if they were here, would support their scheme; but no one nearer home, it would seem, or who is identified with the prosperity of this community, is willing to advocate the closing up of the main channel of this port to the imminent jeopardy of its ocean commerce.

This board did not act when the petition of the East Boston people was before the legislature last spring, because it was generally supposed to be impossible that the charter asked for would be granted, and because, also, it was thought that the opposition presented by individuals and corporations more immediately concerned would be sufficient and successful. The refusal of the legislative committee to report a bill, and the veto subsequently by the governor of the bill introduced on leave, indicate the force of the considerations which had been urged against the measure; but, unfortunately, they did not prevent its passage at almost the last moment of the session. The report of the joint com-

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mittee on the harbor of the city government of Boston against sending a petition to the legislature in aid of the bridge, and which was concurred in by both branches, is appended to this report. But we must not be taken unawares again, and especially now that the field of action has been changed from Boston to the national capital. It is respectfully recommended, therefore, that this report be transmitted to the honorable commission now in session at the navy yard as an expression of opinion most decidedly hostile to the erection of any bridge across the channel between the mainland of the city of Boston and East Boston; and further, that this board memorialize Congress at its next session to the same effect.

Respectfully submitted.

BOSTON, *October* 5, 1868.

Attest:

HAMILTON A. HILL, *Secretary.*

BOSTON BOARD OF TRADE,
CORNER OF BEDFORD AND CHAUNCY STREETS,
Boston, October 7, 1868.

GENTLEMEN: I ask permission to make a slight correction in the paper which I had the honor to present to you yesterday, in reference to the business transacted at Charlestown, and especially by the company of whom mention was made. The statement should read as follows:

From 350 to 400 vessels are loaded there with ice annually; 60 or more of these by one well-known company, more than half of them for the East Indies, and returning with cargoes of valuable merchandise.

I am your obedient servant,

HAMILTON A. HILL, *Secretary.*

Hon. COMMISSION
On the proposed Maverick Bridge, Charlestown Navy Yard.

APPENDIX.

Action of the city government of Boston.

Ordered, That his honor the mayor be requested to petition the legislature at its present session in aid of the petition of Nehemiah Gibson, and others, for an act of incorporation for the purpose of building a bridge between Boston and East Boston; and that the committee on bridges be instructed to render such aid and attention to the same as the interests of the city in their judgment shall require.

In Common Council, February 20, 1868.—Referred to the committee on the harbor. Sent up for concurrence.

CHARLES H. ALLEN, *President.*

In Board of Aldermen, February 24, 1868.—Concurred.

GEORGE W. MESSINGER, *Chairman.*

CITY OF BOSTON, IN BOARD OF ALDERMEN,
April 13, 1868.

The joint standing committee on Boston harbor, to whom was referred the order authorizing the mayor to petition the legislature in behalf of

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the city council in aid of the petition of Nehemiah Gibson, and others, for a charter to build and maintain a bridge between ward one and ward two, beg leave to submit the following report:

Any enterprise which has for its object more direct communication between East Boston and the city proper is deserving of very careful consideration. For many years a large number of our citizens, residing or doing business in that section of the city, have been dissatisfied with the accommodations afforded by the ferries, and various schemes for their relief have been presented to the city government. The first question which we are called upon to consider, before committing the city to any scheme, is whether more direct communication can be furnished at our expense, which the amount of travel would warrant, without too seriously interfering with other interests important to the prosperity of the city. The committee have given several public hearings to persons interested in the project, and have examined different designs for bridge structures, prepared with a view to reduce to the minimum the interruption of navigation. They have also examined a plan for the construction of a tunnel, which is pronounced by skilful engineers entirely practicable.

The committee were desirous of obtaining such information as would enable them to form an opinion upon the extent of the obstruction to navigation from a bridge, and whether the piers upon which it rested would have an influence upon the tidal currents injurious to other portions of the harbor.

It is unquestionable that a bridge would form an obstruction more or less serious, according to its height above the water, the number of draws, and the manner of opening them, to vessels visiting the wharves along that extensive water front between the line of the late People's Ferry Company and the bridges across Charles river, Mystic river, and Chelsea creek. Such being the case, the ultimate authority over the subject is, in the opinion of the city solicitor, vested in the Congress of the United States. In regard to the injury which might result to other portions of the harbor from the construction of piers in the channel, we have not received any data upon which an intelligent opinion could be based. It would take considerable time to obtain accurate information upon the points in which the city's interests are mainly concerned, and until such information is obtained we do not consider it expedient for the city council to give its sanction to the enterprise.

The committee would, therefore, respectfully report that the order ought not to pass.

For the committee:

J. D. BRAMAN, *Chairman.*

In Board of Aldermen, April 13, 1868.—Read and accepted. Sent down for concurrence.

G. W. MESSINGER, *Chairman.*

In Common Council, April 16, 1868. Concurred.

CHARLES H. ALLEN, *President.*

A true copy. Attest:

S. F. McCLEARY, *City Clerk.*

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Z 4.

Professor Benjamin Peirce, Superintendent United States Coast Survey, opposing the bridge.

To the honorable the Commissioners of the United States upon the establishment of the Maverick bridge:

The undersigned respectfully states that, having regarded this commission as especially intended to obtain an impartial judgment, unbiassed by the previous expression of opinions, and having himself entire confidence in the wisdom and the experience of the board now sitting, and in their acknowledged ability to consider all the questions involved in it, he has thought it more judicious that he should not take a prominent position in reference to the issue. But he trusts that it will be received as a proper performance of his duty if he simply states that he has continued his consideration of the subject with unabated interest, and that his inquiries confirm him in the opinions which he has repeatedly given. He believes that no bridge can be built to East Boston which will not delay navigation much more than it will facilitate trade; that for every ton which will be expedited in transit over the bridge there will be many tons obstructed in the passage through its draws, and that the gain to the real estate of East Boston will be more than equalled in the loss of value of the wharves. The piers of the bridge will be an obstruction to the ice, and will serve to keep it accumulating above the bridge to the manifest injury of a very large commerce. Each pier will also be a contraction of the channel for the flow of water, and will accelerate its velocity, from which would result the same kind of injury as that to which the harbor of Boston has already been subjected by the bridges across the Mystic and Charles. The scouring influence of the water would be increased, and material taken from the bottom in the vicinity of the bridge would be carried into the harbor, where it would be deposited with the previous deposits at those points just where the harbor is most vulnerable. In one word, then, it would appear that while the proposed bridge may be a small local benefit, it must be a great public injury, and especially injurious to the navy yard at Charlestown.

All of which is respectfully submitted.

BENJAMIN PEIRCE,
Superintendent United States Coast Survey.

CAMBRIDGE, MASS., *October* 3, 1868.

Z 5.

Statement of amount of commerce of Brighton above the bridges.

BRIGHTON, *October* 2, 1868.

DEAR SIR: We hand you, for such use as you think proper before the commissioners in the matter of the bridge proposed to East Boston, the following statistics of business done by water on the Brighton side of Charles river, above the mill-dam, during the year 1867. This year the amount is larger, but cannot at present be got at accurately.

Very respectfully, yours,

J. G. & N. G. GOOCH.

Hon. L. HALL, *Mayor of Charlestown.*

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By G. Fuller & Son,	45 vessels lumber, &c., amounting to	$135,000 00
By J. G. & N. G. Gooch	43 vessels lumber, &c., amounting to	132,000 00
By E. Abbott	25 vessels lumber, &c., amounting to	55,000 00
By E. Willard	29 vessels lumber, coal, and wood	60,000 00
By A. Brackett	29 (estimated) coal and wood, about	60,000 00
	171	442,000 00

(Submitted by W. W. Wheildon.)

Brighton is almost at the head of navigation in Charles river, being seven or eight miles by the river from Charles river bridge.

Z 6.

Statement of Mr. Clemens Herschel, civil engineer, against the bridge.

GENTLEMEN: At the request of J. B. Thayer, esq., I have the honor to present the following account and description of the drawbridge at Brest, France, there known as the "Pont Impérial de Brest." The information given is from a description printed on page 623 of the volume for 1863 of the Prussian journal for engineering and architecture, (Zeitschrift für Bauwesen,) from the dimensions given me in writing at Brest, and from a personal examination made in May, 1866.

The bridge stands at the entrance from the harbor into a dock or basin of the navy yard, (on the left-hand side heading up Brest harbor,) and consists of two equal parts, each part composed of a long and short arm, and turning on a circular pier erected at the edge of the shore or quay-wall. From the centre of these piers to the end of the long arms (the middle of the bridge) is 192 feet; similarly, the length of each short arm is 93.1 feet. Thus the whole length of the bridge is 570.2 feet, and the clear opening—both halves opened—is 346.8 feet, the diameter of the piers at the bottom being 37.2 feet. The width of the roadway is 23½ feet. All these and the following dimensions will be readily understood by reference to a tracing of an engraving of the bridge, taken from the journal above mentioned, herewith enclosed.

The clear height under the middle of the bridge at low water is 92.5 feet. The description of the bridge given me at Brest is headed "Le pont impérial est fait pour donner passage à un vaisseau, ½ marée." (The imperial bridge is made to pass a vessel at half tide.) From what was told me on the spot I came away with the impression that this bridge had seldom, if ever, since it was finished, been opened to let a vessel pass through. I was told at Brest that it was only made a *draw*-bridge, so that in case of war, if a vessel wanted to take refuge in the basin of the navy yard at *high* tide, the bridge could be opened for that purpose. Vessels of war—other vessels, with the exception perhaps of some fishing smacks, have no business beyond the bridge—when they wish to enter the dock, do so, as I understand, at low tide, and, if necessary, by lowering their top-gallants. Vessels of war do not pass under or across the line of the bridge on arriving, or when stationed at the port of Brest. I think they would have no occasion to do so, except when about to be docked for repairs, or in the emergency of running to a land-locked place of shelter when pursued by the foreign enemy. There were three or four vessels of war, one an iron-clad, lying in Brest harbor at the time of my visit, all outside of the bridge. Vessels of commerce have nothing whatever to do with this bridge.

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The following is a literal translation of the description above referred to, as far as it relates to the weight, cost, and the means and manner of turning the bridge:

Each arm of the bridge consists of two trusses, connected by cross-girders, and revolves on 50 rollers of 1.64 foot mean diameter and 1.97 foot length. The diameter of the circular track is 29.6 feet; the weight of the revolving parts is 5,900 hundred-weight, or 295 tons. In calm weather only two men are necessary to open or shut one arm of the bridge, for which only 15 minutes' time are required. Since, on account of so many rollers, &c., many repairs and adjustments may necessarily be expected from time to time, four hydraulic presses have been placed on top of the piers, under the trusses, which can at any time lift the whole body of the bridge a couple of inches.

The total weight of the iron in the bridge is 16,930 hundred-weight, or 846.5 tons, to which must be added the counter weights of the short arms of 6,650 hundred-weight, (and weight of roadway,) so that each arm weighs about 12,000 hundred-weight, or 600 tons. The total cost of the bridge was 84,751 pounds sterling.

I have the honor to remain, very respectfully, your obedient servant,

CLEMENS HERSCHEL,
Civil Engineer.

To the honorable COMMISSION
Appointed under a joint resolution of Congress in relation to the proposed building of a bridge in Boston harbor.

BOSTON, *September* 29, 1868.

GENTLEMEN: At the request of parties interested I have the honor to enclose herewith, for your service, a copy of the Boston Daily Advertiser of September 19, 1868, containing an article written by me on the subject of the "proposed Maverick bridge and communications with East Boston generally."

I have the honor to remain, very respectfully, your most obedient servant,

CLEMENS HERSCHEL,
Civil Engineer, No. 6 Joy's Building, Boston.

To the honorable COMMISSIONERS
Appointed under a joint resolution of Congress in relation to the erection of a bridge in Boston harbor.

THE PROPOSED MAVERICK BRIDGE AND THE SUBJECT OF COMMUNICATIONS WITH EAST BOSTON GENERALLY.

To the Editors of the Boston Daily Advertiser:

The novelty of the proposition, the very various influences that were originally brought to bear on this project, or what might be called the days of excitement, have all passed away; so, also, there has not lately appeared anything in the daily press on this subject, and those articles that appeared some time ago treated of the matter in a general way only. The time and opportunity seem both fitting for a purely expert examination and discussion of a subject of so much public interest.

Granting, then, that the "safety and convenience of the inhabitants of the city of Boston require" that additional and better means of communication be provided between East Boston and the city proper, and waiving the right to object to any one method without proposing another as better, the question becomes, what shall those means of communica-

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tion be? It is no longer bridge or no bridge, but, also, if not a bridge, what then? This broad view of the question is one the legislative committee of last year would not take, nor can a demand so to do be well made upon any future commission, appointed merely "on the petition of the Maverick Bridge Company," &c., but to the thinking public at large such a view comes on these accounts only the more welcome.

To accommodate, then, the shipping in the harbor as well as land travel to and from East Boston, there can be suggested a bridge up high enough to allow vessels to pass under; a bridge with a draw in it; a submerged—say in 25 feet of water at low tide—tubular bridge; a subway or tunnel whose top should be say even with the bed of the river; and lastly, one or more ferries, which may have various motive powers and landings of various constructions. On account of the level character of the two shores, the East Boston side especially, the first suggestion will hardly be found practicable. The second suggestion has been the main one under consideration, and the objections thereto can be simply stated. They are an encroachment on the area of the harbor and a barrier to the passage of vessels above the line of the proposed bridge. I purposely leave out the objection that the bridge may result in any detriment to the harbor as far as its depth is concerned, for with a proper construction of piers and ample distance between them—in other words, by leaving the water-way undiminished, and which it would be the duty of the mayor and aldermen to require—no danger need be apprehended from this source. An examination of the map of Boston will prove to any one how very largely any low bridge would diminish the area of Boston harbor. It was testified last winter that the English steamers, in leaving their docks at East Boston, and any steamers from docks on the Boston side equally distant from the line of the present ferries, inevitably cross this in backing out so as to get bow on stream, while frequently they thus back up to within a short distance of the navy yard before they are able to get fairly turned. A low bridge would not permit of this and other free movements of vessels.

A perfect mass of testimony was introduced to prove that the proposed draw would not be a serious barrier to either navigation or land travel, but it might, with no great impropriety, have been ruled out, the whole of it, as irrelevant to the subject. The draws cited and held up as parallel cases were those at Providence, Albany, and Chicago, the second named especially; but what have these cases really in common with the proposed draw? At Albany they have a single-track railroad bridge say 15 feet wide, and schooners and small craft generally, drawing four or five, say even 10 feet of water, to pass through. Here it is proposed to have a drawbridge 85 feet wide and 400 and odd feet long, and vessels of the deepest draught, drawing 20 and 22 feet and over, must pass through. So at Chicago; they have drawbridges about 25 feet wide by 250 feet long, and only small vessels passing through under tow, and yet, as will presently appear, the less said about Chicago the better for the reputed non-obstructive character of drawbridges. There are vessels that now go over the site of the proposed East Boston bridge that would go through or over the kind of vessels that pass the Albany or Chicago bridges without hardly feeling the shock, and the tug that will have complete command of the one will move the other only slowly, and not as it wills. The fact is, no testimony can be introduced to prove that large vessels will not be seriously inconvenienced in passing through a draw such as proposed, because nowhere on this globe have the inhabitants of any seaport yet followed the suicidal policy of bridging their harbor right in the track of heavy shipping.

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The reasonably to be expected interruption to land travel over the bridge, by the length of time the draw will be open, is too ably and irrefutably set forth in the speech of Hon. James B. Francis, printed in the Advertiser of June 6, to allow of further remarks thereupon. Taking a very lenient view of the difficulties to be overcome, Mr. Francis estimates that the bridge will be useless for travel on an average eight hours per day. If the draw be made of the proposed size, which is given above, it will weigh 2,000 tons at least, hence cannot be opened and shut like the comparative trifle of 100 or 200 tons, a usual weight for drawbridges; if made smaller, the obstruction to navigation becomes so much greater.

There might yet be added, that when, as usual, the draw-tender is a paid servant of the bridge company, and not of the ship-owners or masters, it is the shipping that has to suffer, and land travel is favored. There is too much harm done to commerce in this way now, making, as it does, the passage from Boston harbor to Old Cambridge take as long, not unfrequently, as from Philadelphia to Boston. And what practical redress has a ship-owner when, through the delay of that "master of the situation," the draw-tender, he "loses a tide!"

I have said that there was no precedent for a drawbridge in the track of heavy shipping. Looking about a little, let us see if there be any chance of one being shortly forthcoming. At New York a high suspension bridge is talked of. At Chicago they are building a subway under the river, and progressing well. (See Scientific American for September 16.) It matters little if this or that shiftless contractor allows a bank to cave in on him, as has twice happened, and has then been telegraphed and copied in all the papers, from Chicago around by way of the whole United States, England, the Indies, and New Zealand (almost a fact) to Chicago again, as "Failure of the Chicago tunnel!" Any one who has had direct communication with the Chicago Board of Public Works, or the eminent engineer of the same, cannot admit the doubt not only that this first Chicago subway will be finished, but also that, in all probability, it will be followed by several more. So at Calcutta; no one has lately as much as proposed to bridge the Hooghly in front of the city, in order to bring the railroads over and accommodate land travel besides; the question has been, whether to build a submerged bridge or subway under, for teams and railroads, or whether to let teams go on ferries and bring the railroads across several miles up stream where shipping does not go, like the Grand Junction railroad here. (See "Engineering" leaders for last couple of months, which favor the subway plans.)

As a private personal opinion I should object to the proposed Maverick bridge also on account of its designing to be a toll-bridge. The exaction of tolls, whether on bridges or highways proper, is to-day nothing but a relic of barbarism, or at best of the feudal ages, and it is a disgrace to Boston to have so many as it yet has on its very outskirts. The right to move from one part of the city to any other, over any road or kind of road, ought certainly to be as free as the will to do so. Hence I believe the inhabitants of Boston can do better than to plant a new toll-house between two of their wards.

The third and fourth suggestions were a submerged bridge or a subway of brick or stone. That both of these are practicable the great majority of the engineering profession will assure any one who may be disposed to be doubtful about it. At London the old Thames tunnel has now a railroad running through it; a brick and iron subway is being built, or is perhaps already done, for the Pneumatic Despatch, and several more have been projected. At Calcutta, as already mentioned, subways are the favorite, and at Chicago the chances are that next

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spring any one so disposed may drive or walk under the Chicago river from one side to the other. I had the honor to explain, with models and drawings, to the committee on harbors of the city council, last March, at which hearing were also present the State harbor commissioners and many well known civil engineers, a method for building a subway between Boston and East Boston. The proposed plan (and, no doubt, many more can be devised) was pronounced perfectly practicable; indeed, there is so little novel about it, consisting as it does in the main of an application of known methods to a new use, that on this score there need be very little doubt. About a year previous to this hearing, as also a short time after it, the subject was also presented before the Massachusetts Institute of Technology. The committee above named, it will be remembered, reported against the proposed bridge—being the only one that judged on the subject in a broad spirit and with regard to the whole of Boston. But for all this I am reluctantly compelled to acknowledge that I do not think the chances that a subway to East Boston will shortly be built to be very good. The Maverick Bridge Company have preferred to run in the very teeth of all the opposition that could naturally be expected to result from the proposal of a fixed bridge rather than invite the general aid and good-will of all citizens of Boston by working on this plan of amelioration, which would interfere with no one. After the Washington street subway in Chicago will have been completed and followed by a few more, then, perhaps, enough citizens of Boston and East Boston will have strayed out that way to organize and build one here in humble imitation of those out west. Or had we a Boston board of public works like the one in Chicago, the thing might be done so much the sooner as a public work. With all our civilization we are yet in a very crude state as far as public works are concerned. Their cost—more than that, the possibility of their execution, is mainly dependent on a few individual contractors, not on the public spirit. If no man is rich enough, or, what happens oftener, being rich enough, does not wish to enter into any undertaking without an almost certainty of very great gain to himself, then the project cannot be executed. Especially is this true in the case of new or novel undertakings, or such that cannot be finished in one year—*i. e.*, under one administration. But this is a subject by itself, to which, before very long, I feel sure the public mind will earnestly be directed.

The last suggestion in the list is perhaps the one best suited for the times, and there remains to be examined how the ferries shall be managed, propelled, and how the landings shall be constructed so as to make an improvement on the present inadequate arrangements. In the first place, then, the fact that when one line of ferries was found insufficient, two lines of boats were not placed on the route, savors so unmistakably of monopoly or some other disregard of public wishes, that to cut this Gordian knot and henceforth be enabled to run as many lines as the public may need, the whole care, right, and title of the ferries within its own limits should be placed in the hands of the city of Boston. Whether or not to make them free can be decided afterwards, according as it would or would not be for the interest of the city. The next step would be to improve the ferries themselves. With respect to their power, it is worthy of strict investigation whether it would not be better to have them propelled in the following manner, which has been in operation at Plymouth, England, for the last 30 odd years, and has been imitated and improved on in detail at many places in England, and at two crossings of the Rhine, in Germany. One or two chains, latterly wire cable, are laid across the river and the two ends of each are weighted

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with several tons; said ends are then run over a pulley and left hanging in a well-room, so as always to keep the cables at a certain tension. Instead of the paddle-wheels at the side of the ferry-boat, two large pulley-wheels (grooved) are mounted on the axle, and the above mentioned cables are made to "take a turn" around them, one on each side. Then revolving the wheels the boat pulls itself along to the other side, the cable falling to the bottom again astern of the boat. Of course, this would not allow of three boats using two landings, as at present. The advantages are, less power required to move the boat, less time required to cross, and less to make fast, the boat of necessity always running directly into her berth and staying there till started the other way. At Plymouth, (see Trans. Inst. Civ. Engrs. 1838,) the ferry route is 2,550 feet long, rise of tide 18 feet, nearly five-knot current, and water 96 feet deep at high tide. Boat runs at right angles to line of current. Similar ferries are at Portsmouth, Saltash, Southampton, and no doubt at other places in England. Also at Griethausen, on the Rhine, since 1865. At Rhinehausen, also on the Rhine, there are six of these ferries side by side, to accommodate the very large coal traffic at that point. Difference between high and low water 25 feet, 2½ to 4½ knot current. Each ferry is capable of transporting from one depot to the opposite one, six freight cars or five European passenger cars every 15 minutes. A bridge was not allowed here on account of military or stragetic reasons. (See the Prussian Journal for Engineering and Architecture, 1867.) All these ferries are for railroad purposes.

So much for the motive power; the construction of landings, however, demands with us immediate attention and improvement. In case of common land travel the landings are much easier built than in the cases cited above. In the last mentioned one, the engines run directly down to the boat, and can even be shipped over themselves. Ferry landings can be divided into two principal kinds, one where the boat always runs the same distance and lands her freight on a platform moving perpendicularly up and down with the change of the water level, the other where the boat runs further and further in-shore as the water rises, and lands her freight on a platform that shifts back and forth, as well as up and down. In the first case, when the connection between the landing and the shore is made by a single span bridge, as has been usual hereabouts, this bridge becomes too steep for convenient use both at low and high tide. But there is no necessity of this. At Liverpool, where the tide rises about twice as high as here, the connection is made by means of a pontoon bridge, so that at low tide the pontoons nearest the shore rest directly on the bottom, and at no time is the grade steeper than 1 in 20, less than ⅝ inch to the foot. (See above mentioned German journal for 1863.) This is perfectly applicable here in Boston, with less difficulty moreover, on account of the tide being less. Never having examined them, I am unable to state just how the New York landings are made, but that they must be better than those here, the greater amount of travel they accommodate seems to prove. The second system of ferry landings, above mentioned, is also applicable here. It has therefore been generally used in conjunction with the wire cable mode of propulsion, but it is not necessarily an adjunct of that kind of boat alone. It could, with only some slight alterations, be used also to serve the present kind of boats.

I have hardly as much as given an outline of the various appliances that have elsewhere been used to make ferry boats do more work themselves and exact less work from their patrons in getting on and off them, but hope to have indicated enough to prove that the ferry accommoda-

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tions between Boston and East Boston can be much bettered. That they can be made as good for land travel as a bridge without a draw or a subway, I do not undertake to say, but placed in hands that will cater to the needs and wishes of the public, and only reasonably improved, (the railroads to enter East Boston by way of the Grand Junction tracks,) I believe to hazard nothing in claiming that they will then well accommodate all the travel to and from East Boston that may be anticipated for many and many a year yet to come.

C. H., *Civil Engineer.*

BOSTON, *September* 15, 1868.

Z 7.

Final argument of counsel for the bridge company.

Before Admirals S. H. Stringham and C. H. Bell, and Brigadier General J. H. Simpson, United States commission now sitting at the Charlestown navy yard.

Explanatory and rebutting statement on behalf of the Maverick Bridge Company:

1. A great variety of statements and statistics have been introduced before the commission, which the said company allege are entirely unreliable and exaggerated, but which we have not been able to reduce to their fair value, because by the ruling of the commission we have not been allowed to see the witnesses face to face, nor to exercise the right and test of cross-examination.

Some of these loose and random statements, material to the limited issue before the commission, will be hereafter noticed.

2. The company have a large mass of evidence and statistics controverting statements introduced by the opposition, but as these in many instances have been ruled upon by the commission as irrelevant and unnecessary, and have been once passed upon by the legislature of Massachusetts, who have the peculiar and exclusive jurisdiction to determine the public necessity concerning them, and because the commission have intimated the opinion clearly that they were not to be considered by them in their decision, we refrain from introducing the same.

3. Of matters material to the issues before this commission and to the United States, the first is that presented in the statement of Brigadier General J. G. Foster, respecting the number of vessels in this part of the harbor, and the time of moving the draw, &c., &c.; statements repeated in various forms and by various persons before this commission.

Respecting this statement, General Foster was notified when preparing it that the figures he was employing were not to be relied on; he has, nevertheless, seen fit to use them, and has not introduced a record, an affidavit, or voucher of any kind to support them.

Of the vessels at wharves, their number is avowedly fixed only by his own random estimate.

I understand the fact to be, as has been stated by the collector of the district, that there is no exact and indisputable record of the whole number of vessels entering this port in any given year.

But there are independent sources of evidence that will settle the maximum number within a very close approximation and beyond any reasonable doubt.

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General Foster represents the openings of the draws of all the bridges for one year to have been 16,486. Of course, on this statement the number of vessels passing them—as the same go up and come down—is nearly one-half the openings, say 8,243. He then estimates that at least an equal number of vessels were at the upper wharves, but furnishes and refers to no basis for this opinion, (it is merely an opinion,) say 8,243; making the whole number of vessels above the bridge to have been 16,486, and the whole number of openings of the proposed bridge to be, yearly, 32,972.

In the first place we caused careful examination to be made by a responsible person of the whole number of vessels at the aforesaid wharves, and the figures, as will be seen by his affidavit presented herewith, were obtained from the wharf records themselves. They are subject to one source of uncertainty, and that is that a large number of vessels visited and were counted at several wharves.

The whole number counted as being at all of the said upper wharves was 5,164. Certificates of the various draw-tenders accompany this statement, showing that the whole number of openings for that year was 9,510; making the whole number of vessels passing the draw to have been 4,755. These certificates show that these figures are to an extent uncertain, as no reliable records were made of such passages, and none are now to be referred to.

Making no allowance for the number of vessels that were duplicated and triplicated at several wharves, but taking the broadest and largest account, and allowing also the unauthenticated statements respecting the bridges, and these facts show the whole number of vessels above the line of the proposed bridge not 16,486, as represented by General Foster, but, as shown by record and certified evidence, 9,919.

We have to submit, also, that there is other evidence of the highest value that confirms these figures.

The 14th annual report of the Boston Board of Trade contains tabular statements of the whole number of vessels entering the district of Boston and Charlestown, in both the coasting and foreign trade, for the last 13 years:

Year.	Coasting trade.	Foreign trade.		Total.
	Entering.	*American.*	*Foreign.*	
1855	1,675	1,073	2,071	4,819
1856	1,504	1,055	2,033	4,592
1857	1,440	1,059	1,953	4,452
1858	1,181	930	1,963	4,074
1859	1,271	983	2,092	4,346
1860	1,252	927	2,190	4,369
1861	1,263	1,045	2,357	4,665
1862	762	992	1,724	3,578
1863	972	836	2,170	3,978
1864	704	602	2,631	3,937
1865	1,072	607	2,401	4,080
1866	1,855	566	2,644	5,065
1867	1,378	587	2,165	4,130

These tables do not include the number of vessels arriving that did not enter at the custom-house, and in this are deficient.

The same volume, (p. 161,) however, gives the whole number of coastwise vessels, both entering and not entering, for the period of three years, when the commerce of Boston was in this respect apparently equal to what it has been at any time since.

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Taking the largest number of such arrivals ever reported by the board for any year, merely as a probable estimate, and adding it to the above table, and we show the following result for the whole number of arrivals, viz: in 1855, 8,489; 1856, 8,262; 1857, 8,122; 1858, 7,744; 1859, 8,016; 1860, 8,039; 1861, 8,335; 1862, 7,248; 1863, 7,548; 1864, 7,607; 1865, 7,750; 1866, 8,730; 1867, 7,800.

And these, Mr. Chairman and gentlemen, are the usual authentic, established statistics of Boston commerce, collected for the unimpassioned, unequivocating purposes of commercial records and commercial knowledge only.

But as this consideration is vital to the issues here, and now by you under hearing, and has been made vital, you will allow me to corroborate it by testimony from a third and entirely independent source, of the highest value that the nature of the case permits.

The Boston shipping list of January 1, 1868, contains a résumé of *all* the vessels arriving at this port for the 10 years next preceding, made up from *actual personal observation and count*, as by reference to the ——— of ——— will appear. That résumé is as follows:

Year.	ARRIVALS FROM FOREIGN PORTS.					Coastwise.	Total.
	Ships.	Barks.	Brigs.	Schooners.	Total.		
1858	171	384	764	1,488	2,747	6,354	9,101
1859	248	381	814	1,619	3,089	8,415	11,504
1860	187	359	866	1,879	3,291	8,892	12,183
1861	187	301	713	1,547	2,838	6,741	9,579
1862	191	309	694	1,807	3,001	6,273	9,274
1863	119	343	645	1,932	3,039	6,927	9,966
1864	114	391	698	1,734	2,937	6,217	9,154
1865	86	360	711	1,982	3,139	5,866	9,005
1866	117	406	759	1,507	2,789	6,310	9,099
1867	133	386	707	1,397	2,623	6,127	8,750

The evidence from these three independent sources, fairly adjusting the elements of doubt in the first and second, as you please, determine to all reasonable certainty that the whole number of vessels entering the whole harbor of Boston has not for some years exceeded 10,000 vessels per year, all told. The best and most reliable evidence the case admits makes the number for 1867 considerably below that figure. Ten thousand vessels per year is to be taken then as a settled fact. Of these, says the harbor-master and collector, Russell, (and we concede it for the argument here,) one-half, that is 5,000, pass above the bridge. In other words, instead of 32,972 passages yearly through the draw of the proposed bridge the number so passing will not exceed in any year 10,000.

General Foster again says five minutes are necessary for opening draw and passing a vessel, and makes his calculation of the aggregate time upon that basis. The evidence upon this matter is as follows:

Mr. S. S. Post, an engineer of great repute, testified that the draw of his plan, which is identical with that of Mr. Pratt, could be opened and shut by hand-power in from two and one-half to three minutes at the outside, as a regular thing, and in considerably less time if moved by steam.

Honorable Chester W. Chapin, president of the Boston and Albany railroad, testified that the draw of the Albany bridge, 110 feet in the clear, each side, was actually opened and shut in two and one-half minutes on an average on all ordinary occasions, and by hand.

Mr. T. W. Green, superintendent of the Albany railroad and bridge, testified that the same was opened and shut by hand, regularly, in two and one-half minutes.

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The sworn testimony of all the persons employed by the Boston and Albany railroad to work the draw, and as watchmen, &c., (which affidavits or copies thereof accompany this statement,) was that on one of the most unfavorable days for working the draw the time of opening and shutting the draw, vessels passing both sides of the draw at the same time, and passing several at a time, was, on the average, three minutes and eight seconds, for the entire day, and the lowest time two minutes.

Mr. E. S. Cherbrough testifies that the Chicago bridges open and shut, and travel is resumed, in two and one-half minutes, "all in order."

Mr. Curran testifies that the India Point bridge is opened and shut, also, within two and one-half minutes.

Mr. Edward Frost, civil engineer of this city, and recently employed upon the harbor, states that the draw of the bridge can be opened and shut, and travel resumed, in two minutes by steam.

Mr. T. Willis Pratt, who has constructed draws upon this plan, and knows their capacities, states that it can be so opened and shut, and travel resumed, in two and one-half minutes by hand-power, and by steam in about two minutes.

Mr. Curtis and Messrs. McKay & Alders, two of the largest constructors of steam engines in this vicinity, and both practically conversant with their working facility, state that two minutes is time sufficient for working this draw. Other witnesses have testified to this same fact, and the statements of most of the afore-named gentlemen accompanying this paper.

The draws of the bridges from which General Foster and others take their data of time, are draws of older construction, placed at all disadvantageous positions respecting currents, and not much if any exceeding 30 feet in width, little wider than ordinary vessels, and, in short, resembles the draw of the proposed bridge about as much as a 40-ton-yacht resembles the Dictator; and even at these draws an average of only five minutes is claimed.

The problem then is reduced to this:

Number of vessels passing singly, 10,000; time of passing as by the testimony not exceeding, at each passage, three minutes; whole time of passing for a year, during which land travel will be detained, 30,000 minutes; 30,000 minutes equals 500 hours, and that is a detention of 1 *hour and* 22½ minutes a day, and this the maximum as we claim. Upon basis of General Foster's time, 50,000 minutes or 833⅓ hours of detention will result per year, or a daily detention of 2 *hours and* 17 *minutes.*

The present detention over the ferries to land travel is over 13 hours per day, that is so much time when persons and teams cannot proceed. Thus, upon General Foster's time, the gain of time between the different parts of the city and to general land transit and commerce will be over 10 *hours* every day by the proposed bridge.

4. Respecting the fielding of ice, the testimony of the pilots and of the harbor master of Boston, one of whose peculiar duties it is to clear the harbor of ice, (the evidence is herewith placed in your hands,) is that the additional facilities provided by the bridge will be fully equal to keeping the harbor clear at all times from this impediment.

This testimony, from gentlemen personally and practically conversant with the matter of which they speak, outweighs a multitude of random, loose opinions of gentlemen who have spoken here upon their hopes as well as their fears.

5. The anchorage ground of the harbor has been clearly stated by the harbor master, Mr. Gardner, for the distance of 3,000 feet north and

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south in the direction of the current, all anchoring of vessels, except *one* large vessel, is by law prohibited.

General Foster, the Board of Trade, Professor Pierce and other gentlemen, seem to have considered this whole area as open and free to anchor vessels in, and their estimates and statements proceed on that conception

It is plain they are laboring under a mistake in this matter; anchorage is there prohibited, and let it be observed, is prohibited chiefly by the obstruction to the harbor arising from the two lines of ferries continually traversing this area—the harbor master says this explicitly.

This entire area, 3,000 feet in length and extending from shore to shore, is of the deepest water, and in capacity among the finest and best anchorage of the harbor; but it is not now available—is not now used except for *one* ship—has not been used for more than a quarter of a century.

Another proposition is admitted and is proved by the facts stated, viz: that a vessel can anchor as near the proposed bridge as it can the axis of the ferry path, so that if the bridge were placed at the People's ferry a vessel can anchor as *near to it* as it is now permitted to anchor near the ferry line.

The mathematical statement of the anchorage question is this: a given area of anchorage water, equal and the same area obstructed and prohibited to anchorage; remove all obstructions, and whole area will be free; remove obstructions for 2,500 feet in line north and south, and 2,500 feet north and south becomes unobstructed and restored to this use of commerce. In other words, place the bridge at the People's ferry; let 500 feet next south remain closed to anchorage, as it is now closed, and you remove the East Boston ferry, (that is the obstruction which has shut off the remaining 2,500 feet,) and this 2,500 feet becomes then free and clear, redeemed to this use of commerce.

The proposition of our opponents reduces itself to this absurdity: a given area, and all the same obstructed; remove the obstructions, (that is less four-fifths the obstructions,) obstructed area greater than at first.

The uniform testimony of the pilots—that by the bridge the "*available anchorage*" is increased—is therefore true as a matter of strict science, as well as of popular observation and practical experience.

The amount of anchorage ground added, in terms of square feet, will be 2,500 feet in length, by an average width of at least 1,800 feet, or 4,500,000 *square feet*.

To follow each groundless statement that has been made before this commission—in some cases iterated and reiterated—would require a volume to be written. A single statement made by Professor Benj. Peirce to Congress, and repeated substantially to this commission, deserves a moment's attention, both for itself and as an example of the unguarded and reckless statements that have got hearing and credence, it would seem, on this matter, in the absence of all the usual tests of ascertaining truth. Professor Peirce, speaking of the injury to the harbor by the bridges now existing, says:

> It would be cruel to add a new destroying agent of this kind, (the Maverick bridge,) worse than all the others put together.

The Maverick bridge has three, and only three, piers, constructed and to be placed according to the rules laid down by the engineers of the United States and published in their reports. It is built with bays from 600 to 800 feet in length, in which the water is entirely without obstruction.

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Of this bridge Mr. Herschel, in his statement, put in by the opposition, says:

With a proper construction of piers, and ample distances between them—in other words, by leaving the waterway undiminished, and which it would be the duty of the mayor and aldermen to require—no *danger* need be apprehended that this bridge will result in any detriment to the harbor.

The testimony on this point is substantially uniform with that of Mr. Herschel.

Of the other bridges Mr. Henry Mitchell says that, "although in one sense constants of obstruction," they "*vary so materially* the *physical constitution* of the tide that the original *type forms disappear*, or at least become so indistinct as scarcely to be traced. Each pile," and there are 11,400 of them, "by breaking the continuity, prevents or disturbs transmission of motion by impact, especially at the time when each particle is traversing the most rapid part of the tidal eclipse. Each bridge appears to be constructed independently of the others, so that, as a whole, they *present a forest of piles driven in hit or miss* as regards the tidal path, with their girders, string-pieces, and tie-beams lying at every *conceivable angle with the bewildered stream*. Motion of transmission gives place to running water, and running water *is checked and dammed* so frequently that it goes whirling about, gathering muds, which it may not relinquish till it reaches some sheltered cove or spreads out with exhausted strength upon the harbor below."

This is one of the descriptions given by that distinguished engineer, Mr. Mitchell, of the deleterious effects of these seven or eight bridges.

Is there any truth—the least, a scintilla of truth, even—for the bald, naked assertion of Professor Benj. Peirce, that a bridge with only three piers, and these scientifically constructed and located, having clear bays of 800 feet in width, is "*worse than all the others put together?*"

And yet, so far as that distinguished scholar and mathematician is concerned, he allows himself to give the authority of his great name to this, as it seems to us, reckless, unsupported, unjust statement.

Important, vital interests, public and private, are at issue in the question of this bridge. Where shall we find truth, candor, right, in the midst of such statements?

There are other statements before this commission equally groundless with this, supported by many names, echoed in many mouths; which, for the reasons I have urged, cannot be met and answered here.

It has been said that three-fourths of the wharves of the harbor are situated above the line of the proposed bridge. A more specious and deceptive statement could not well have been made.

There are but two wharves above the line of this bridge at which large vessels engaged in general commerce habitually dock.

Besides, one of the very objects and purpose of this bridge is to open and make available to commerce, as connected with railways, that long line of wharves on the deepest water of the harbor—from the Cunard wharf southward—a connection of commerce which cannot be effected in any other part of the present harbor of Boston.

It is impossible in the mode and limitations of this hearing to expose all the statements that have been made, and the commission must feel their way through them as best they may.

Private interests—owners of ferries, owners and presidents of wharf corporations, contractors for filling flats, parties measuring public improvements—through the glass of pecuniary profits, have used the instruments of their intelligence and power, being subject neither to the test of an oath, nor to the searching inquisition of a cross-examination,

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to pour upon your commission a mass of material, as unsatisfactory to the honest seeker after truth as it is immense.

We are told by General Foster that at "some critical moment a secret enemy in our midst may blow the draw of this bridge into the stream" and "jeopardize the loss of a fleet, or the safety of a city from bombardment," and, therefore, this bridge should not be suffered by the United States government.

On the basis of this reasoning every advance in society becomes a petrefaction. Do you propose to build a fort in your harbor, or even to man and equip a frigate for service upon the sea? Some secret enemy in our midst may, with his wicked compeers, just at the critical moment, seize the fort or the frigate, overpower the garrison and the crew, and turn the guns of each upon a then defenceless city. Therefore, we will oppose the fort, and oppose the frigate; the United States government shall interpose its injunction.

It has been said from another eminent quarter, as one of the great lessons of history, that the civilization of a country is exactly measured by the extent of its mercantile marine, by its sea commerce.

Of the old and *effete* civilizations of history, this dogma may to a great degree be true, but the civilization of this broad country of ours is being printed upon another, newer page of history. The mighty prairies of the west and the huge summits of the rocky Sierras are neither traversed nor developed—the wealth, the industry, the enterprise, the civilization of this country are not developed by the sail or steam vessels of the Mississippi or the Gulf, of the Pacific or Atlantic ports, important as these agencies have been and are, but by the Great Western, Pacific, and other railways, that have become, by modern science, inland rivers of America, more fluent, more capacious, more pervasive, more influential, than the rivers and water-courses of nature.

The Wheeling bridge, fought in the supposed interests of commerce, as this Maverick bridge is fought here and to-day, has justified itself to posterity, and is a monument to the folly of its opponents; for, to-day, the great traffic of that section of the country is not done from Pittsburg down the Ohio, in steamboats whose smoke-stacks rise from 80 to 90 feet in height, but by the rail cars, speeding their way in every direction over that land.

And it may not be amiss to remember at the conclusion of this hearing that it is only a little more than 50 years since that Sir Humphrey Davy, one of the greatest chemists and philosophers of the world, to some enterprising gentlemen who applied to him for his certificate as to the practicability of lighting houses and streets by gas, answered, it is nonsense, absurd nonsense; you can as soon import moonlight and use it for that purpose.

Houses and cities are nevertheless lighted by gas; mankind have survived its introduction; some explosions, indeed, have succeeded; men are to be found who still prefer the tallow candle and the whale oil, but civilization has turned a new leaf, enunciated a new dogma, and advances by the light of gas.

Your commission, as it has been publicly boasted by some of our opponents, may have predetermined the issues discussed here, and our labors may have been a waste, but the future of this city is built with a bridge across its harbor—the map is already printed and in the hands of thinking men—and every step of our harbor progress thus far has been, and in the time to come will be found to have been there laid down.

MAVERICK BRIDGE COMPANY,
By EDWIN WRIGHT, *Attorney.*

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[From the New American Encyclopedia.]

Brest is the chief station of the French marine, and one of the first military and naval ports in Europe. Its outer harbor is unsurpassed for safety and is exceeded in extent only by those of Constantinople and Rio Janeiro. It connects with the sea by a single long and narrow passage divided by a rock in its centre, so that vessels are obliged to pass immediately under the batteries. Its inner harbor can contain 60 frigates, and is most strongly fortified.

M. Souchard, French consul at Boston, says: "Brest has hitherto, to within a short time, been only a naval and military station—is not a place of commercial notoriety, but is the great naval yard and storehouse, or port, of France. Her naval works are of immense extent and cost."

Mr. L. Hollingsworth says "he saw the draw opened and some of the largest vessels passing, one draw was opened wide and the other partially; bridge is entirely of iron and an imposing and remarkable work. The land on either side is a steep ascent, and the ends of the bridge rest up the ascent some distance."

He does not recollect the length or the width of the bridge, but thinks it about the same as the Charlestown bridge. There is a bridge below, but he does not recollect about it particularly. He says the government buildings within this harbor are very magnificent and extensive.

Murray's Handbook of France, late edition, has the following:

Brest, the chief naval station of France, a dock-yard and fortress of the first class, is very advantageously situated, &c., &c.

It stands on the north side of one of the finest harbors in the world, nearly land-locked, accessible only through a narrow and well fortified throat (Le Goulet) one mile wide, divided by a rocky islet (Roche Mignan) in the middle and extending far inland, &c.

The town is built on the summit and sides of a kind of projecting ridge, and some of its streets are too steep to be passable except on foot.

The Penfield debouches into the inner harbor and divides the town on its left bank from the suburb Recouvrance on its right.

The communication between the town and suburb is kept up by an iron swing bridge, the largest swing bridge in the world, 65 feet above high water mark and in two divisions 347 feet long between the piers; it opens in the centre to allow ships of war to pass, and each valve turns on a colossal granite pier and moves by ingenious machinery. It was completed in June, 1861, and is a fine work of engineering.

In the dock yard are three dry docks of the largest dimensions. On one side is the (Voiland,) sail house, (Magasin général.) stores and (Corderie,) rope-walk of three stories, surmounted by the old bagne, and above it rises the new hospital.

On the other side are various ateliers, forgeries, Atelier d'Artillerie de Marine, burnt in 1833.

The foundries and the (Quartier de Marins) or sailors' barracks, where they are lodged when in port in the same manner as soldiers are, fill up the opposite side.

The level space at the water's edge is occupied by slips, (cales de construction,) the ships while building being covered with oil cloth.

Above the slips is the Atelier de Capercius, the government foundry and steam factory for the construction and repair of steam-engines, and surpassing in extent and good arrangement any in Britain; from a square tower connected with it the machinery is lowered into the vessels.

There are beside timber yards, boat sheds, water cisterns, supplied by a steam engine where vessels fill their tanks, shops for constructing tanks and the new government cellar, while a very large space near the sea entrance of the dock yard is covered with dismounted cannon.

The victualling office (Direction de subsistance et Parc aux Vivres) is near the mouth of the port on the right bank and includes the bakehouse, containing 24 ovens, the slaughter-house, kitchens, &c., supplying 50,000 rations daily.

On the Recouvrance side of the Penfield lies the Smithy (usine) de Villeneuve, the iron forges, furnaces and workshops, moved by hydraulic wheels.

The steam engine factory is one of the largest and most complete in Europe, comprising a boiler-house and sheds for the construction and repairs of all parts of a steam engine.

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By means of a huge crane the heaviest weights are raised from the quay or lowered down to it.

Near the mouth of the Penfield, opposite the chateau, is the victualling yard (Parc aux Vivres) where every sort of provisions for the fleet is prepared or stored, corn warehouses, flour mills, bakeries, cooperage, slaughter-houses and salting-houses.

SUFFOLK, *ss:*

I, John Noble, of Boston, Massachusetts, on oath depose and say: That I am 49 years of age, and by profession a civil engineer; that I am acquainted with Boston harbor by personal observations and experience, and by a detailed and careful study of the various scientific reports of the United States commissioners and advisory board of engineers upon said harbor and the waters confluent thereto, and that I am clearly of the opinion that the erection of a bridge between Boston and East Boston, as limited in plan and details by the act of the legislature of Massachusetts incorporating the Maverick Bridge Company, passed June 11, 1868, will not tend in any material degree to the shoaling of the waters of said harbor at any point; that in my judgment it is very doubtful if *any* perceptible shoaling can be produced by a structure of the character proposed, and if there should be any at all it must of necessity be of an exceedingly limited character as to the amount and the duration of the disturbing forces, and would be capable of a direct, speedy, and effectual compensation at only a nominal expense; that the effect of the bridge, as proposed to be built, upon the tidal and river currents and tidal forces is purely a theoratical one, and cannot result in any appreciable damage; that no injurious effects can be apprehended from the influences of this bridge upon the freezing of the harbor, for the present appliances of the harbor, as used by the city of Boston, are abundantly adequate for the complete protection of the harbor in this respect.

JOHN NOBLE.

OCTOBER 5, 1868.

Subscribed and sworn to by the said John Noble before me.

EDWIN WRIGHT,
Justice of the Peace.

SUFFOLK, *ss:*

I, Thomas C. Childs, of Boston, depose and say: That I am 31 years of age; that I have personally investigated the number of vessels at the several wharves in Boston above the line of the proposed bridge, between Boston and East Boston, at the People's ferry, for the period of one year; that the number so obtained were in all cases taken or given to me from the records of the wharfingers, or from the agent or person there in control; that the numbers were so obtained before any excitement on the bridge question had a chance to interfere with such reports, and, as I believe, show the actual number of vessels at the wharves, and the same were as follows, viz:

Whole number of vessels at Boston wharves	2,562
Whole number of vessels at East Boston wharves	1,455
Whole number of vessels at Charlestown, (not including navy yard)	765
Whole number of vessels at Chelsea wharves	379
Total at all said wharves	5,164

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I further say that many of these vessels, as I ascertained, were counted at several different wharves in a single instance; nearly one-half of the vessels at a wharf were also at one, and some of them two, other different wharves. I was not requested to ascertain this fact, and did not pursue it.

The above statement I believe to be thoroughly accurate and reliable.

T. C. CHILDS.

Subscribed and sworn to this 3d day of October, A. D. 1868, by the said Childs, before me.

EDWIN WRIGHT,
Justice of the Peace.

A true copy:

GEO. W. EMORY.

Extracts from reports of the United States commissioners on Boston harbor.

Report of 1864, *by Brigadier General Joseph G. Totten, Professor A. D. Bache, and Admiral C. H. Davis.*

We have in another place (second report on Portland harbor, p. 54) fully recognized the unavoidable necessity for bridges and other means of transit in a city situated as Boston is. We should be very far from recommending that the growth and business of the city should be retarded or incommoded by the want of proper means of communication between it and the neighboring country, or by the absence of other improvements. We only insist that in all such cases the public interests be not sacrificed to private or corporate enterprise.

And again:

If it be admitted, and we do not dispute it, that the conveniences of business are to be purchased at a price, and that price a certain degree of injury to the harbor, it must also be admitted that the limits of gain and loss, of advantage and disadvantage, ought to be as nearly balanced as possible.

And again, speaking of the undoubted necessity for new bridges between portions of the city, they say:

We ask that the *new bridges* shall be so built as to insure the *least obstruction to the water-ways;* and besides this we ask that the old bridges be rebuilt under the same conditions, so that the sum total of the impediments be reduced to a minimum.

And again:

We suggest that the *piers* on which the bridges rest should be of *stone* or *iron*, or both combined; and if of stone, in the form of a truncated pyramid, allowing an increase of the water-way with the rise of the tide. This would conform to nature.

And again:

There is no great objection to planting a single row of piles at large intervals across a channel, and the objection, such as it is, must yield to the necessity of the case.

Mr. Henry Mitchell, engineer of the United States Coast Survey, upon a report upon a physical survey of Boston harbor, speaking of the existing bridges and their effects upon tidal heads, &c., says:

If, by constructing these bridges, the angular resistance could be removed, the *number* might safely be increased. Theoretically speaking, the only violence necessarily offered to the flow of a stream by a bridge is a reduction of the water-way.

Report of the United States commissioners, 1866, *the commission consisting of Professor Bache, General Delafield, and Admiral Davis.*

The absolute necessity of bridging them over, and even filling them up to some extent, was so patent in earlier times that the case did not admit of serious question, and every effort in these directions met with encouragement and support, notwithstanding that it threatened a degree of injury, because each in its small way weakened those tidal forces which maintain the ample channels and secure anchorage basins which constituted the excellencies of the harbor.

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And we take pains to say that we, ourselves, in our papers on Boston harbor, extending through a period of 20 years, never failed to recognize that this operation was the necessary concomitant of the growth of the city, and, indeed, the very mode of its prosperity and increase. The statesmen and political economists of the day found that their part was to lay the foundation of commercial greatness.

One of the duties that devolve upon us is to preserve and improve the instruments of commerce. We need make no apology for anything we may have to say in the execution of this duty.

* * * With an enterprise as remarkable in its conception as in its faithful successes, she (Boston) has made herself the centre of a magnificent *system of roads, which has in great part supplied the place of rivers for her interior trade.*

* * * In the discussion of the physical derangement occasioned by the bridges, it seems to be shown that it *is not* the *reduction of the cross section*, nor the *displacement of tide-water* that constitutes the most serious charges against these structures, but that the *larger part of their ill effects results from their mode and place of construction.* They each and all oppose unnecessary resistances to the ingress and egress of tide-water by *offering abrupt obstacles, sudden deflections of course*, and diminutions of *water-way*, but not all alike.

A true copy:

E. WRIGHT.

I, Jacob K. Lunt, of Boston, Massachusetts, depose and say, that I am 58 years of age; that I am now, and have been for the last 35 years, a pilot, carrying ships in and out of Boston harbor, and for the last 28 years have been a commissioned pilot in said harbor, and have had personal charge of more than 5,000 vessels; that I am conversant with all the facts respecting the Maverick bridge, having examined the plans and heard the testimony on both sides; that such a bridge would be a great advantage to the harbor of Boston, over the ferries; that the obstruction created by the two lines of ferries to navigation and to anchorage is very much greater than that arising from the bridge; that the space or part of the harbor required to be kept clear for the ferries is from two to three times what would be required for the bridge, and that this amount of available space would be added to the available anchorage ground by the construction of a bridge and the consequent removal of the ferry lines; that any ship, however large or heavily laden, can be carried through the draw of the proposed bridge with as much ease and safety as she can now be carried up and down the channel among the ferry-boats, and with much more safety and security than they can be put into the dock; that I have often myself, both in the day-time and at night, run the large Cunard steamers into their slips, across the tide, without even having encountered any accident; that said ships are very much narrower than the draw of the proposed bridge; that such a bridge would not in my judgment be of any injury to the passing of vessels, either by sail or steam, and would not prove any detriment to the interests of commerce, and that I speak more confidently on this point because I have had considerable experience in passing vessels through draws and through narrow channels, channels narrower than the draw of this bridge; that from the line of the proposed bridge, say at the People's ferry, there extends anchorage nearly or quite one mile and a half to the south thereof, and that within that space there is safe and sufficient room for moving 20 at least of the largest vessels, of navy or mercantile marine; that as respects vessels going to sea from the upper wharves, or any of the wharves above said bridge, there is no difficulty whatever in any number of vessels that could be got ready for sea at those wharves, to be passed down upon a single tide; that the statement that large-sized vessels must start at or near the slack of the tide is not true; that it is customary for such vessels to start at any period between

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half flood to half ebb tide, and has been so during my whole experience; that within a few years a great change has taken place in the moving of vessels. At present almost all large vessels are taken up and down the harbor, and to and from their wharves, by steam tugs, and are in the easy and complete control of those tugs.

There is no doubt in my mind but that the tug-boat required to be kept at the bridge would prevent all damage from ice, and would keep the outward flow of the same as free as it is at the present.

JACOB K. LUNT.

SUFFOLK, *October* 5, 1868.

Subscribed and sworn to before me.

EDWIN HEIGHT,
Justice of the Peace.

I, John T. Gardner, of Boston, depose and say, that I am 53 years of age; that I have filled the office of harbor-master of the city of Boston for the period of eight years; that my duties as harbor-master are to regulate the anchorage of vessels and look after any obstruction from ice, wrecks, floating timber, or other cause, in the said harbor; that the anchorage ground in Boston harbor, as regulated by the ordinances of said city, is limited as follows: except as hereinafter stated, no vessel is permitted to anchor north of a line drawn from Cunard wharf in East Boston to India wharf in Boston. This limitation is, as I understand, chiefly on account of the obstruction to the harbor created by the passage and the swing of the two lines of ferry-boats. North of the said line, anchorage is allowed as follows: *one, and only one large ship* to be anchored between the ferry lines, and a limited anchorage space above the People's ferry and east of the Chelsea ferry line, around the East Boston or Miller's Point, at the discretion of the harbor-master. This latter is popularly known as "Miller's Point anchorage." In respect of ice, whenever in the winter season it has been necessary, I, as harbor-master, have employed, from time to time, one or more steam-tugs to assist in keeping the ice in motion out of the harbor, and the harbor clear. An additional tug-boat would be sufficient, I should think, *to equal, at least*, any additional obstructions to the flow of ice which might arise from a bridge with three piers as proposed.

JOHN T. GARDNER.

BOSTON, *September* 29, 1868.

Extracts from reports of committees of the city government of Boston, respecting the opportunities and demands for increased commercial facilities at East Boston.

Report of Joint Special Committee, of which the Hon. Ebenezer Atkins was chairman.

JUNE 13, 1859.

The committee deem it unnecessary to enlarge upon the immense advantages to Boston which arise from the extensive commercial, manufacturing, and mechanical interests which have found an abiding place at East Boston, and which the existence of deep water around its ample wharves will probably render permanent in that locality.

Report of Joint Special Committee.

JULY 13, 1863.

Ward 2 (now ward 1, East Boston) is a portion of the city which is peculiarly adapted for a large mechanical and commercial business, situated in deep and abundant water; also large tracts of elevated land for residences, possessing advantages equal if not surpassing any other ward of the city.

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And again:

It is the uncertainty which hangs over the East Boston ferries that prevents the location of manufacturing establishments in ward 2, which would bring in a very large amount of taxable property into the city of Boston, but which for these facilities goes to other States and other cities.

Report of Committee on Streets of the Board of Mayor and Aldermen, of which Ex-Mayor Joseph M. Wightman was chairman.

DECEMBER 20, 1858.

The committee say: The petitioners for avenues represented "an array of names, which for wealth, respectability, and influence is rarely presented in favor of any project," most of whom are not residents of East Boston, but, they say, persons who "have a deep interest in the extensive business connected with manufactures and shipping for which East Boston is so admirably adapted. The value of this section of the city to the commerce and business of Boston can hardly be realized."

And again:

The water front of East Boston is five and one-eighth miles. Of this but seven-eighths of a mile is obstructed, and only by a single bridge, while more than two and a half miles is on Boston harbor, with a deep-water channel, and wharves where vessels of the largest class can lie and load. For commercial, manufacturing, and mechanical purposes there is probably no place in this country that possesses greater advantages than East Boston.

Report of a Joint Special Committee of which the Hon. Thomas C. Amory, jr., was chairman.

NOVEMBER 22, 1860.

It needs no gift of prophecy to predict a brilliant future for East Boston. Its water front of five miles and a half around the island, extends two on the principal channel of the harbor, which is always kept free from deposits by the rapid current from Charles and Mystic rivers. At its wharves are laid an increasing proportion of our largest merchantmen, and the cheapness of its warehouses, and the facility of transportation by water and the Grand Junction railroad, give it many advantages over the city proper, for our foreign trade

Report of a committee of the Board of Aldermen, Hon. E. F. Porter, chairman.

MAY 29, 1865.

We believe such another instance cannot be found on the continent, that 25,000 people, with all their trade and business, are subjected to such straits, and are made liable to such dangers in passing from one section of the same municipality to another. It is to be remembered that not only is East Boston, in its local interest and development, hindered and greatly retarded, but an important part of the deep water frontage for large class vessels, and storage for large quantities of heavy goods and merchandise, is rendered quite objectionable, and in some sense unavailable, by the detention and consequent expense of crossing the ferry.

A true copy. Attest:

E. WRIGHT.

Copy of a deposition made by Charles H. Corey, relative to the passage of the Hudson River drawbridge.

STATE OF NEW YORK, *City and County of Albany, ss.:*

Charles H. Corey, being duly sworn, doth depose and say that he is now, and has been for many years last past, a resident of Albany, in the State of New York, and has been employed as captain and in other capacities upon the Hudson river, at and near the city of Albany, during the 22 years last past, and is thoroughly familiar with the same during all the said 22 years; that he is now, and has been at all times since the completion of the bridge at Albany over the Hudson river, employed as captain of the tug-boat used by the said bridge company to tow vessels through the draw of said bridge; that vessels of any and all sizes pass through the said draw at any and all hours of

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the day and night; that vessels of all kinds make no alteration in their rate of speed in approaching, going through, or leaving said draw, except that the large river steamers like the Vanderbilt and Connecticut, with a breadth of beam of from 70 to 80 feet, slack headway when approaching the draw obliquely until they get pointed for the draw, and then increase their speed and go through on full head, (for a vessel has better steerage the faster she goes.)

And deponent further says, that the carrying business upon the Hudson river at, above, and below the said bridge has increased since the said bridge was built, and that a large quantity of the lumber business which was done below the location of the said bridge before it was built is now done above the same, and the lumber shipped down the river through the draw to New York and elsewhere; that the signals indicating the opening of the draw are placed frequently some time before the draw is opened, and remain up minutes after the draw is in place again, except when trains are due; that at all other times (except when railroad trains are due) the work is done leisurely, and that the time the signals are up is no indication of the time actually needed or occupied in opening and closing the draw and passing vessels through, and that at many times the draw is left open for five or six passages of different boats when no trains are due.

CHAS. H. COREY.

Sworn to before me this 25th day of April, 1868.

G. L. STEDMAN,
Commissioner of Deeds.

ALBANY, ——, and five cent stamp.

A true copy. Attest:

E. WRIGHT.

Extracts from reports of commissioners of Massachusetts on Boston harbor, stating the principles governing the regimen of the harbor in view of public improvements.

Report of commission December 28, 1839, by General H. A. S. Dearborn, Hon. James F. Baldwin, and Caleb Eddy, civil engineers.

But such is the imperiously increasing demand for greater accommodations by all the infinitely varied industry in which the accumulating population of the metropolis is employed, that it is impossible to meet it without yielding much of mere theory to the practical advantages which will be gained from the increased facilities which such encroachments are intended to afford. It is as true in relation to commercial emporiums as of nations, that they cannot remain stationary; they must advance or retrograde in population, affluence, consequence, and grandeur; and these latter glorious results are dependent upon the active industry, intelligence, and enterprise of the former; and as the continual enlargement of maritime cities is alternately the happy cause and admirable effect of their own and their country's prosperity, whatever can be accomplished that shall tend to produce such triumphant consequences it is the dictate of wisdom to attempt; and if unfortunately any of the anticipated injurious effects upon the capacity of Boston harbor should be experienced from any prospective reclamations which may be made from its domains, it is highly probable that the immense advantages which will have been thus derived will warrant the experiment and justify the expenditures which may thereby be rendered necessary to obviate or remove every impediment which such encroachments may have produced to the free navigation of the various channels by the usual artificial means which have been resorted to in other ages and nations; for it would not be considered an enlightened and patriotic policy to establish the limits of a flourishing commercial capital beyond which it should not be enlarged, from a presumed apprehension that injury in some unknown manner might possibly be thus done to the natural features of its harbor.

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Report of commission composed of Messrs. John M. Williams, David Cummings, Thomas Hopkinson, George S. Boutwell, and Charles Hudson, 1850.

The prospective growth of our inland trade makes it highly important that improvements be made in every part of the harbor which will facilitate that valuable part of our trade.

Remark.—The long frontage of deep water wharves on the East Boston side of the harbor have remained to this day unoccupied because, though within 2,000 feet of the centre of commercial business, the access to them has been so bad, uncertain, tedious, and expensive, they have been practically unavailable.

Lieutenant Charles H. Davis, of the United States navy, in a paper among the memoirs of the American Academy of Arts and Sciences, speaking of Boston harbor, says:

The statesmen and political economists of the day would not have hesitated to sanction and encourage the schemes of aggrandizement of enterprising and sagacious projectors, even if they had foreseen that one of these results would be the loss of water capacity in the main channels of the harbor.

A true copy:

E. WRIGHT.

Copy of a memorial to Congress in favor of Maverick bridge by the merchants and leading business men of Boston and the city government of Chelsea.

To the honorable the Senate and House of Representatives of the United States of America in Congress assembled:

Respectfully represent the undersigned, that we have examined and are conversant with the plan and purposes of the Maverick Bridge Company for the construction of a bridge between Boston and East Boston.

That in our opinion, (independent of any local advantage to this city or commonwealth,) in the present enlargement of commercial interests at the port of Boston, and in view of the pressing demand for the direct communication of western freight with the ship at deep water for foreign transportation, and for the economy and facility of suitable railway transportation, the bridge proposed by said company is of the greatest value and importance.

That we are satisfied beyond reasonable doubt that the same can be built without appreciable damage to the harbor in any respect, with all needful facility for the passage and management of vessels; and that the same cannot be in any important sense detrimental to the interests of the United States at this port, (if at all, which we doubt,) and that the incorporators are among our most responsible and enterprising citizens, entirely competent and reliable to carry out this great improvement, according to their charter.

We therefore pray that they may have the full and unrestricted authority of Congress to that end.

BOSTON, *June* 25, 1868.

Nath. B. Shurtleff, Mayor of Boston.
Geo. B. Upton.
Isaac Livermore.
Thomas Lamb, Pres't New England Bank.
Edward S. Rand.
Samuel S. Lewis.
Wm. L. Burt, Postmaster, Boston.
George M. Browne, President Eastern Railroad.
National Dock and Warehouse Co., by E. T. Loring, President.
Nathaniel Seaver, Chairman Committee on Bridges, City of Boston.
Benj. James.

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Francis Richards.
N. Henry Crafts, City Engineer.
Rufus S. Frost, Mayor of Chelsea and by vote of the Board of Mayor and Aldermen.
Franklin Hare, President Merchants' Bank.
John Demeritt, President Eliot National Bank.
Charles Woodberry, Ex-Alderman City of Boston.
Edward Crane, President National Railroad Trans. Co.
B. E. Bates, President Bank Commerce.
Andrew Pierce, Jr.
D. Waldo Lincoln, V. P. B. and A. R. R.
John P. Ober, Ex-Alderman City of Boston.
Solomon Hovey, President of Mechanics' Mutual Fire Ins. Co.
Quincy A. Shaw.
Hawes & Crowell, Agents American Steamship Co.
W. D. Forbes, President National Bank of Redemption.
Samuel Hall, President Maverick National Bank, Boston.
Jesse Holbrook, Ex-Alderman City of Boston.
Joseph M. Wightman, Ex-Mayor of Boston.
S. G. Rogers, President Firemen's Ins. Co.
Samuel A. Way, Bank of the Metropolis.
Geo. W. Warner, Retired Merchant and Banker.
Geo. G. Field, President Union Mutual Fire Ins. Co.
W. H. Kinsman & Co., Cuban Merchants.
Franklin Snow & Co., Merchants, Prop. of International Steamship Co.
James H. Lunt, President Suffolk Fire Ins. Co.
Clement Willis, Ex-Alderman City of Boston.
Adams' Express Co., J. W. Adams, Superintendent.
Merchants' Union Express Co., S. W. Waldron, Agent.
Geo. N. Jackman, Jr., Ex-Mayor of Newburyport.
McKay & Aldus, Iron Works.
S. T. Sanborn & Co., Pipe Works.
W. H. Bradley, Civil Engineer, Supt. Department Sewers City of Boston.

A true copy:

E. WRIGHT.

Copy of a memorial of the East Boston Land Company to Congress in behalf of Maverick bridge:

To the honorable Senate and House of Representatives in Congress assembled:

Respectfully represent the undersigned that, in their capacity of directors of the East Boston Company, established under the laws of the commonwealth of Massachusetts, to hold, improve, and sell land at East Boston, in said commonwealth, they feel great interest in the proposed construction of a bridge across a portion of Boston harbor to connect said East Boston with the city of Boston proper; that they believe the proposed bridge will be of great benefit to the lands they hold for sale, by increasing the usefulness of the long frontage of East Boston on deep water for commercial purposes—such having been only partially developed by reason of the want of such bridge communication; that any slight interruption to navigation caused by such bridge would be much more than compensated by the increased facility for transportation of merchandise between the city proper and East Boston; that the commercial interests of Boston would be greatly enhanced by the building of a bridge which would complete the plans, long maturing, for the extension of the most important railroads centering in Boston to tide-

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water and direct communication with the shipping in Boston harbor; and finally that, in their opinion, the line of deep-water front still owned by said company, most of which, to the extent of 1,700 feet, is above the proposed location of said bridge, would be increased in working value, rather than injured, by the construction of a bridge in the manner and place proposed.

We therefore pray your honorable body to grant whatever rights may be needed for the erection of said bridge, as being for the public interest.

THOMAS B. HALL,
President East Boston Company.
SILAS PIERCE,
M. D. ROSS,
HAYWARD P. CUSHING,
JOHN PEARCE,
GEORGE N. MACY,
JOHN NOBLE,
Directors.

A true copy. Attest: E. WRIGHT.

I, John McField, of Boston, Massachusetts, depose and say, that I am 60 years of age; that I am now and have been for more than 37 years a pilot for Boston harbor. That I am fully and clearly of the opinion that the erection of a bridge from East Boston to the city proper would be of no serious injury or detriment to the shipping interests of Boston; that a heavily laden ship could be taken through the draw of the bridge without any delay at any state of tide, and in any wind, by the steam-tugs, whenever any prudent ship-owner would consent to move his ship in the harbor or any part of it.

The proposed width of the draw, say 150 feet at least, is not much less than the space between the rocks and spits in the lower part of the harbor, through which the largest ships carrying most valuable cargoes have been taken by the pilots.

The introduction of steam-tugs by which all large ships are moved from the lower light to the wharves, enabling these large ships to be carried through the rocks and narrow passages with perfect safety, (I may say,) would also take a ship of the largest size through the draw of the proposed bridge without any risk or delay.

By the erection of a bridge the obstruction of the two steam ferries would be removed, and the space allotted for the anchorage of shipping could be much increased, as no ships are on the north side of the channel allowed to come to anchor west of the Cunard wharf, nor are vessels allowed to anchor where the ferries are, so that from the British mail steamers' wharf to beyond the Chelsea ferries there is no unobstructed anchorage.

JOHN McFIELD.

SUFFOLK, *ss:*

Then personally appeared the above named John McField, and made oath that the foregoing statement by him subscribed is true, before me.

BENJAMIN BOND,
Justice of the Peace.

APRIL 23, *A. D.* 1868.

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BOSTON, *April* 23, 1868.

I have carefully examined the above statement, and fully endorse the same to be substantially correct, in my judgment.

JACOB K. LUNT.
J. L. FOWLER.
H. A. TEWKSBURY.
HENRY L. GURNEY.
ELIJAH BAKER, *Harbor Pilot.*
ROBERT KELLEY.

A true copy. Attest:

E. WRIGHT.

BOSTON, *September* 29, 1868.

I, Moses Whitehouse, of ———, draw-tender at the Charlestown bridge, do hereby certify that the whole number of vessels passing both up and down through said draw for the year 1867 was, as nearly as can be shown, 4,500, or so many passages through the said draw. What I mean to say is that the draw was opened 4,200 times to 4,400 for the passage of vessels, steamers, rafts, scows, and tug-boats, according to my judgment, though no record was accurately kept.

G. P. WHITEHOUSE,
Draw Tender.
M. WHITEHOUSE, *Agent.*

BOSTON, *September* 29, 1868.

I, Adam Bolby, of ———, tender of the south draw of the bridge between Chelsea and Charlestown, do hereby certify that the whole number of vessels passing said draw, both up and down, for the year 1867, was 2,500, and this includes all openings of said draw for vessels.

ADAM BOLBY, *Draw Tender.*

The above statement includes all openings up and down, tugs, schooners, and sail-boats.

WILLIAM H. ARCHER,
Toll Gatherer.

Statement of opening for north draw of Chelsea bridge. Draw opening both ways for all purposes, such as tug-boats, and all classes of vessels.

1867, April	123	1868, April	106
May	179	May	141
June	177	June	124
July	178	July	214
August	159	August	126
September	118	September	100
October	67		
November	73		811
	1,074		

The above statement is from the book kept by me, and which statement I believe to be correct. The whole number of openings during the four winter months of 1867 was not over 100.

WILLIAM H. ARCHER, *Toll Gatherer.*

A true copy:

E. WRIGHT.

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PROVIDENCE, *ss:*

I, George Curran, of the city and county of Providence, and State of Rhode Island, of lawful age, on oath declare and say that I am draw-tender of the railroad bridge across Seekonk river at India Point and said city of Providence, and have been since its construction and delivery to the railroad corporation. That I have opened said draw in one minute and twenty-five seconds, and closed the said draw in one minute and nine seconds, and that is the actual time occupied in opening and closing said draw for the passage of vessels this 27th day of April, 1868. The bridge rests upon piles. The first span beginning at the west shore is 113 feet long, the second 108½ feet, the third 154 feet, on the centre of which is the pier upon which the draw rests; the fourth a short span of 20¾ feet, connecting the south end of the draw with the east shore.

GEORGE CURRAN.

I, J. Albert Munroe, of India Point railroad bridge, assistant engineer, on oath declare and say that I was present on the 27th day of April, 1868, at the time of opening the draw on said bridge referred to in the above affidavit, and timed the open and close of the draw, and concur in the foregoing affidavit in all particulars.

J. ALBERT MUNROE.

PROVIDENCE, *ss*:

In Providence this 27th day of April, 1868, personally appeared before me George Curran and J. Albert Munroe, the before-mentioned parties, and made oath to the truth of the facts and statements in said affidavits by them signed.

[SEAL.] JOHN E. RISLEY,
Notary Public.

A true copy. Attest:

GEO. W. EMERY.

Chicago bridges—width of draw—how opened—the number of vessels passed through, and the time required to pass a vessel through these draws.

1. Width of draw? Answer. Various widths, 50 to 90 feet.
2. How opened? Answer. By hand.
3. General time to pass a vessel and travel resumed? Bridge tender says three minutes; has been done in two and one-half minutes, everything in order.
4. Number of vessels passing a day? Answer. Average 100—greatest number through Clark Street bridge; in 1866, in one day 321; in 1867, 263; on the 26th of this month, (April, 1868,) 225.
5. The greatest number passing at one opening? Answer. Nine; time limited by law ten minutes.
6. Average time of openings in a day? Answer. Four minutes.
7. What proportion of openings in which more than one vessel passes at an opening? Answer. Bridge tender reports one-sixth.

E. S. CHESBOROUGH,
City Engineer.

A true copy. Attest:

GEO. W. EMERY.

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Extract from a statement by T. Willis Pratt, engineer.

With respect to the draw of the Maverick bridge, the proposition is to move it by steam-power with machinery of the best workmanship and most substantial character, and to move it a full semicircle without suspending its motion when open at 90 degrees—either end of the draw being calculated to make connection with the roadways. These elements being well established and the attendants well drilled to their duties, I have no doubt it may be operated in from two and a half to two minutes.

T. WILLIS PRATT, *Engineer.*

A true copy:

E. WRIGHT.

I, Nelson Curtis, of Boston, depose and say that I am a mechanical engineer, have been engaged in Boston for fifteen years as machinist and constructor of steam engines, of monitors and vessels for the United States, and am the agent of the "Atlantic Works" at Boston; that the draw of the proposed bridge between Boston and East Boston, of the dimensions and general structure proposed by plan and specifications of T. Willis Pratt, can be safely and regularly opened and shut by means of a suitable steam engine, and vessels passed through in an average time of two minutes; that the liabilities to accidents and detentions are exceedingly small, and with the present means of mechanical skill ought not to occur at all.

NELSON CURTIS.

BOSTON, *October* 1, 1868.

We, the undersigned, constructors of marine and stationary and locomotive steam engines, and of monitors and naval vessels for the United States and the governments of South America, hereby depose and say that we regard the above statements of Mr. Curtis as unnecessarily liberal. We have no doubt, as practical machinists, that such a draw can be opened and shut, and vessels passed through and travel resumed as a regular and usual thing in one minute and a half each opening, and that two minutes is sufficient to cover the worst instance of delay that might ordinarily occur. The liabilities to delays by accident of the draw or engine are too small to be worthy of serious consideration. With present mechanical contrivances and precautions such accidents might not occur more than once or twice in several years.

McKAY & ALDUS.

Time of opening and closing the draw to Albany and Boston railroad bridge at Albany, and in vessels and steamers passing through same, between the hours of 7 a. m. and 6 p. m., Friday, April 24, 1868.

No. 1. Steamer with one canal-boat in tow down the river with the current: 1 minute 5 seconds opening draw; 20 seconds passing through; 1 minute closing draw. Total time, 2 minutes 25 seconds.

No. 2. Steamer and barge alongside, with three canal-boats abreast, in tow against the current: 1 minute 6 seconds opening the draw; 1 minute 10 seconds passing through; 1 minute 5 seconds closing draw. Total time, 3 minutes 21 seconds.

No. 3. Tug-boat with steam-dredge in tow against the current: 1 minute opening the draw; 1 minute 20 seconds passing through; 55 seconds closing draw. Total time, 3 minutes 15 seconds.

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No. 4. Tug-boat with one schooner and one sloop in tow against the current: 1 minute opening draw; 40 seconds passing through; 1 minute 10 seconds closing draw. Total time, 2 minutes 50 seconds.

No. 5. Tug-boat with sloop in tow against the current at the same time steamer passed down: 1 minute opening draw; 50 seconds passing through; 1 minute 5 seconds closing draw. Total time, 2 minutes 55 seconds.

No. 6. Steamer passed down with the current: 55 seconds opening draw; 40 seconds passing through; 1 minute 5 seconds closing draw. Total time, 2 minutes 40 seconds.

No. 7. Steamer with two canal boats in tow against the current: 1 minute opening draw; 1 minute passing through; 1 minute 5 seconds closing draw. Total time, 3 minutes 5 seconds.

No. 8. Schooner under sail against the current: 1 minute 15 seconds opening draw; 1 minute 10 seconds passing through; 1 minute 5 seconds closing draw. Total time, 3 minutes 30 seconds.

No. 9. Schooner in tow against the current: 1 minute 5 seconds opening draw; 1 minute 20 seconds passing through; 1 minute closing draw. Total time, 3 minutes 25 seconds.

No. 10. Schooner in tow against the current: 1 minute opening draw; 1 minute passing through; 1 minute 35 seconds closing draw. Total time, 3 minutes 35 seconds.

No. 11. Schooner in tow against current: 1 minute 10 seconds opening draw; 1 minute 5 seconds passing through; 1 minute 10 seconds closing draw. Total time, 3 minutes 25 seconds.

No. 12. Tug-boat and four barges abreast and one in tow: 1 minute 20 seconds opening draw; 30 seconds passing through; 1 minute 10 seconds closing draw. Total time, 3 minutes.

No. 13. 1 minute 30 seconds opening draw; 40 seconds passing through; 1 minute 10 seconds closing draw. Total time, 3 minutes 20 second.

The day has been very unfavorable for the above purpose. During the greater portion of the day a strong southerly wind has prevailed, part of the day approaching a gale. This is the worst wind we handle the bridge in.

We, the undersigned, certify that we were present all the time that the above time was being kept, and that it is correct in every particular and respect, and that we were the only persons present.

HENRY M. DUNN.
HENRY F. DUNN.
ROBERT A. DUNN.
AMOS WALKER.
C. B. PLASS.

STATE OF NEW YORK, *City and County of Albany, ss:*

Henry F. Dunn, Robert A. Dunn, Amos Walker, Casper B. Plass, and Henry M. Dunn, being duly sworn says, each for himself, that he is employed by the corporation, crossing and operating the bridge across the Hudson river at Albany, in the State of New York, to open and close and take charge of the draw in said bridge. That he was engaged at the said bridge in his duties as employé, as above stated, on the 24th day of April, 1868, and the times mentioned in the annexed statement signed by these deponents; and that the above statement was made in their presence, and is to the knowledge of each and all of these depo-

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nents correct in every particular. That they have, and each one of them has, heard read the annexed statement and all the memoranda therein, and that the same is true in each and every part.

HENRY M. DUNN.
HENRY F. DUNN.
ROBERT A. DUNN.
AMOS WALKER.
C. B. PLASS.

Sworn to before me this 25th day of April, 1868.

G. L. STEADMAN,
Commissioner of Deeds, Albany.

STATE OF NEW YORK, *City and County of Albany, ss:*

Charles H. Cory, being duly sworn, doth depose and say that he is now and has been for many years last passed a resident of Albany, in the State of New York, and has been employed as captain and in other capacities upon the Hudson river at and near the city of Albany during the 22 years last passed, and is thoroughly familiar with the business there carried on at the present time, and has been familiar with the same during all the said 22 years; that he is now, and has been at all times since the completion of the bridge at Albany over the Hudson river, employed as captain of the tug-boat used by the said company to tow vessels through the draw of said bridge; that vessels of any and all sizes pass through the said draw at any and all hours of the day and night; that vessels of all kinds make no alteration in their rate of speed, approaching, going through, or leaving said draw, except that the large river steamers, like the Vanderbilt and Connecticut, with a breadth of beam of from 70 to 80 feet, slack headway when approaching the draw *obliquely* until they get pointed for the draw, and then increase their speed and go through on full head, for a vessel has better steerage the faster she goes.

And the deponent further says that the carrying business upon the Hudson river at, above, and below the said bridge has increased since the said bridge was built, and that a large quantity of the lumber business which was done below the location of the said bridge before it was built is now done above the same, and the lumber shipped down the river through the draw to New York and elsewhere; that the signals indicating the opening of the draw are placed, frequently, some time before the draw is opened, and remain up minutes after the draw is in place again, except when trains are due; that at all other times (except when railroad trains are due) the work is done leisurely, and the time the signals are up is no indication of the time actually needed or occupied in opening and closing the draw and passing vessels through, and that at many times the draw is left open for five or six passages of different boats when no trains are due.

CHARLES H. CORY.

Sworn to before me this 25th day of April, 1868.

G. L. STEADMAN,
Commissioner of Deeds, Albany.

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STATE OF NEW YORK, *City and County of Albany, ss:*

Henry M. Dunn, being duly sworn, says he is now and has been at all times since the opening of the bridge over the Hudson river at Albany, in the State of New York, the foreman in charge of the draw in said bridge, and knows all about the practical working of the same; that he has opened the said draw in *forty seconds*, but that the ordinary time for both opening and closing the said draw is from two minutes to two and one-half minutes; that tows of canal boats frequently pass through said draw which are made up of five boast abreast and four lengths deep, and sometimes as many as thirty boats in one tow pass through together.

That a tow consists of a steamboat drawing or towing canal boats and barges lashed together, three, four or five abreast, and the same number attached to their stern, and so for two, or three, or even four tiers; that canal boats are from 12 to 14 feet broad and from 80 to 110 feet long, and barges are still longer; that the signals at said bridge indicating the opening and closing of said draw give no accurate indication of the time needed or actually consumed in using the said draw, for, except when trains are due, they are placed when a boat or vessel is seen approaching at a distance, and are not removed until some time after it has passed through, and sometimes said signals are left up until two, three, or more different vessels have passed through, when the draw might have been closed and the draw used for the passage of trains within the time; that the said bridge has been opened for railroad use since March 16, 1868; that the following statistics and memoranda in regard to said draw are correct. Length of draw 262 feet—two openings of 110 feet each—width of floor of bridge 22 feet. Fifty passenger trains pass over daily, as many as 36 freight trains and 80 engines, and also empty trains. We have an aggregate of 160 trains of all kinds daily.

HENRY M. DUNN.

Sworn to before me this 25th day of April, 1868.

G. L. STEADMAN,
Commissioner of Deeds, Albany.

A true copy. Attest:

GEO. W. EMERY.

Copy of communication forwarded from merchants of Albany respecting commercial advantages of bridge.

ALBANY, *April* 25, 1868.

The Hudson river bridge, at Albany, was erected after great opposition from various interests connected with the navigation of the river, and owners of property above its supposed location.

The bridge was built, and, as far as we know, no interest in the navigation of the river, or the property in its locality, has been injuriously affected.

One bridge was originally authorized to be constructed over the river at the centre of the city. For supposed reasons of policy connected with the material interests of the city, it was required to be erected near its northern limits, and it was so erected. It has not injuriously affected the value of property or the transaction of business either above or below its point of erection.

So far from regarding the bridge as any obstruction to commerce, or

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of any detriment to the commercial interests of Albany, or any other locality, it is now proposed to have a new bridge over the river from the very centre and heart of the city.

In that end an act of the legislature has been applied for and is now passed.

The draw of the bridge operated by hand-power affords all needful facilities for vessels on the river going in either direction.

A. E. Gifford & Co.	Thomas W. Olcott.
Smith, Lansing & Co.	Thomas Olcott.
G. A. Woolverton & Co.	Frank Chamberlain.
Daniel Wiedman & Co.	Wm. S. Preston.
Anable & Rogers.	M. W. Bender.
Monteath, Son & Co.	S. B. Congdon & Co.
Friend Humphrey & Sons.	Wm. F. Irwin.
D. W. Regna & Co.	Robt. Higgins.
Isaac A. Chapman & Co.	H. B. Loucks.
Crook, Palmer & Co.	Waterman & Buell.
Ainsworth & Northrop.	Samuel Rankin.
Wilson, Lansing & Co.	J. N. Ring.
G. & E. C. Batchelder.	D. H. Glazier.
Wm. Tillinghast & Co.	A. A. Dunlop.
John Tracey & Co.	Henry Lansing.
L. Pruyn & Son.	R. W. Thacher.
Allen & Curtis.	Jno. Lane.
S. H. Ranson & Co.	J. N. Keeler.
Van Heuson & Charles.	Buckley & Wells.

A true copy. Attest:

E. WRIGHT.

Statement of Edward Frost, civil engineer of Boston, October 7, 1868.

Having testified last winter before the joint committee on harbors of the State legislature, and since that time, and continuously down to the present having reviewed and extended my studies of the harbor and examinations of the proposed Maverick bridge as an engineering question, I find abundant confirmations of all the following matter, to wit:

In the first place, no necessary concomitant damage to the harbor currents has been or can be shown. I am aware that a statement is before the commission now sitting, to the effect that the currents will be *somewhat* accelerated; in the original language, "probably *not over* $\frac{4}{10}$ mile per hour." This statement is entirely unsusceptible of contradiction, however microscopically small the increment. Another and bolder statement alleges a positive increase of $\frac{4}{10}$ mile per hour by computation. This result I hold to be utterly incredible and impossible.

It is known that the present maximum current of ebb is one mile per hour, and that on the flood $\frac{54}{100}$ mile per hour. We may admit, as an extreme possibility, resulting increments of $\frac{8}{100}$ and $\frac{4}{100}$ on each respectively. With this increase in average mean velocity, the bays or waterways would carry all the water that now passes.

Next to be considered is the scouring effect and possible consequent shoaling; where this last will occur, and to what extent.

Scour is a natural effect of accelerations of currents, and while it continues tends constantly, by enlarging the flowing section, to their abatement.

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The scour would undoubtedly very soon cease, and the channels and currents would come under a permanent regimen.

The disturbed material would settle down, "by a law as irresistible as gravitation," just where the transporting power of the current failed; it is not determinable by anything better than blind guessing where it would ultimately rest.

Its volume could of course be definitely ascertained by soundings at the bridge site; and an equivalent amount removed by dredging—say at the upper middle—would more than compensate this damage, vaguely denounced as "irreparable."

No trouble is involved in not being able to predict the exact place of deposit; much of it would fall in deep water, where it would be harmless for a long time—perhaps forever.

With or without this bridge it is quite indisputable that ordinary means will always clear the upper harbor of ice, so long as the lower harbor is open. To say otherwise is, in my opinion, an exaggeration, which amounts to an inaccuracy.

The proposed bridge will occupy no part of the space for anchorage now permitted to vessels under harbor regulations and city ordinances. It must, in any case, occupy less of the *possible* anchorage ground than a single line of ferry-boats.

A vessel would incur no greater peril of collision in passing the draw than in entering a *slip* 160 feet width. It would be even more safely accomplished; going through the draw she would be in the thread of the current, and entering the slip she must run across it. In making her way up through a crowded harbor full of vessels at anchor and under way, her risks of collision would be at least as great from Boston light, all the way up, as in passing the draw.

That the bridge would, as compared with open water, obstruct the transit of vessels by confining it to the draw-way, is sufficiently obvious. Also, that the unavoidable impediments would not be unreasonable, and would be quite inappreciable as an element of the cost of export, import, or coastwise traffic.

That the best natural water front in the harbor is the southerly part of the East Boston shore, hitherto undeveloped by reason of the poor facilities for reaching it from the city.

And that the traditional importance of unobstructed water-ways has been exaggerated; and the importance to commerce of the land communications has been underrated.

Considerations outside of the foregoing, being but local, are by inference, and, as I understand, by express ruling of the commission now sitting, not to be weighed by them.

Very respectfully submitted.

EDWARD FROST,
Civil Engineer.

OFFICE OF CITY ENGINEER,
Boston, October 7, 1868.

Having read carefully the preceding statement of Mr. Frost, I hereby state that I fully coincide with the views therein expressed.

N. HENRY CRAFTS,
City Engineer.

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From Colonel E. B. Talcott, chief engineer of Chicago and Northwestern railroads, concerning draw at Clinton, Iowa.

DEAR SIR: Your favor of 26th September duly received, and I proceed to reply to your questions in their order:

1st. The draw-bridge over the Mississippi river, at Clinton, Iowa, is built of iron, on the plan known as Bollman's patent. It is a pivot bridge; extreme length 300 feet.

2d. It is a single-track bridge.

3d. The clear water-way, at low-water, for passage of steamboats, is 120 feet.

4th. The draw is operated by steam power, but is provided with hand gear to be used in case the engine should be out of order.

5th. The usual time for opening or closing the draw is three minutes, but it can be done in two minutes.

6th. During the first season after the bridge was in use, steamboats would sometimes lay over on their down trips, when arriving at night or when there was much wind. At that time a suit was pending to remove the bridge as a nuisance, and boatmen were anxious to make out a case. Since the suit has been dismissed I am not aware that any boat has laid by on account of weather or darkness. At night lamps are placed on the long pier, and boats have no difficulty in passing the bridge. I am not aware of a single case of detention to boats because the bridge was not opened in time.

You ask me to state the greatest width of draw, &c. When building the Clinton bridge I collected some facts in regard to drawbridges, but the memorandum has been mislaid, and I would not presume to state from memory. You are, of course, familiar with the law of Congress regulating the construction of bridges over the Mississippi river. In conformity with this law a bridge has been built and brought into use, about the middle of August last, at Burlington, and another is nearly completed at Quincy. The next in order is at Dubuque, which, it is expected, will be ready for use about the 1st of January next. Several others are projected and will soon be built over the Mississippi river.

You say, in the case you are investigating, the company propose to build a pivot drawbridge, with two equal draws of 162 feet, and ask if I think such an extent of draw attainable. I understand you mean 162 feet clear way for passage of vessels. I consider this quite practicable, but would limit the length of a drawbridge to a much less width if I could. I regard the width of draw and fixed spans for Mississippi river bridges as determined by act of Congress to be greater than is necessary to accommodate the navigation. All bridges built subsequent to the law will, of course, conform to its requirements. I am not an advocate of long spans, and would not build them longer than necessary to accommodate the passage of vessels managed with ordinary care and skill. Should you desire more details in regard to Clinton bridge I shall be happy to furnish them.

Respectfully yours,

E. B. TALCOTT.

General J. H. SIMPSON,
Charlestown, Massachusetts.

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Z 9.

From Mr. Robert Harris, superintendent Chicago, Burlington and Quincy railroad, about draw at Burlington and Quincy.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY,
General Superintendent's Office, Chicago, October 3, 1868.

DEAR SIR: The bridges across the Mississippi at Quincy and Burlington are 14 feet wide.

Yours, truly,

ROBERT HARRIS.

General J. H. SIMPSON.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY,
General Superintendent's Office, Chicago, October 2, 1868.

DEAR SIR: Yours of September 29 is at hand, and I answer your queries in their order:

1st. The draws in the bridges at Burlington and Quincy are both pivot draws.

2d. Double; that is, swinging on the centre, and having passage for vessels on each side; 160 feet in the clear. The total length of the draw is 360 feet.

3d. At present the draw is turned by hand, but we are preparing to turn them by steam. That at Clinton is turned by steam.

4th. The bridge is only for a single track, and is about 18 feet wide. I will give you the measured width in a supplementary note.

Of late years my experience has been solely in operating railroads, and I am consequently not well up as to matters of construction, and therefore have no data from which to answer your questions as to the longest draw in use, or as to the longest practically attainable. I will, however, write my friend W. S. Pope, engineer of the Detroit Bridge and Iron Works, whose experience for several years has brought him more particularly into connection with these matters, and whose opinion would be worth much more than my own.

Using hand power it takes about four minutes to make the necessary preparations, and four minutes to open the Burlington draw.

Using steam it takes three minutes to open the Clinton draw.

There is not the slightest delay to steamers passing up or down. They can be seen for a long time as they approach—many times more than is necessary to open draw.

Respectfully and truly yours,

ROBERT HARRIS.

General J. H. SIMPSON,
Waverley House, Charlestown, Massachusetts.

Z 10

Rear-Admirals S. H. Stringham and Charles H. Bell, and Brevet Brigadier J. H. Simpson, Commissioners, in session at the Charlestown navy yard, to inquire into the effect upon commerce and the navy yard of the proposed Maverick bridge across Boston harbor, &c.

BOSTON, MASSACHUSETTS, *October* 5, 1868.

GENTLEMEN: The dimensions, in part, of the side-wheel steamboat Forrest City, plying between Boston and Portland, are as follows, viz:

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Height of smoke-stack above water line, 57 feet; height of working beam, 38 feet above water line; two masts, from 70 to 80 feet in height above the water line.

Respectfully,

JOSEPH GUILFORD,
Second Engineer.

BOSTON, MASSACHUSETTS, *October* 5, 1868.

The dimensions, in part, of the steamer McClellan, of the Baltimore line, is as follows, viz: Height of smoke-stack above the water line, 44 feet 10 inches; height of working beam above water line, 39 feet.

Respectfully,

J. K. McCAUSLAND,
Second Engineer.

BOSTON, MASSACHUSETTS, *October* 5, 1868.

The screw steamer Blackstone (Baltimore line) has a smoke-stack 61 feet in height above the water line; has two masts 90 feet in height above the water line.

Respectfully,

WM. H. JONES,
Chief Engineer.

BOSTON, *October* 6, 1868.

The dimensions, in part, of the ferry-boat John Adams (old ferry line) is as follows, viz: Height of smoke-stack above the water line, 50 feet; height of deck above the water line, 20 feet.

Respectfully,

EDWARD F. BRIGHAM, *Pilot.*

BOSTON, *October* 6, 1868.

The height of smoke-stack of steamboat Metropolis, of the Winnesimmet line, is as follows, viz., from deck to top 31 feet; the centre of the deck is 19 feet above the water line; height of smoke-stack above the water line, 50 feet.

Respectfully,

RUEL W. KINCAID, *Pilot.*

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 25.

UNION PACIFIC RAILROAD, EASTERN DIVISION.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

IN ANSWER TO

A resolution of the House of Representatives of December 5, 1868, *transmitting report of special commissioner, relative to the examination of that road and the Sioux City and Pacific railroad.*

JANUARY 6, 1869.—Referred to the Committee on the Pacific Railroad and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 6, 1869.

SIR: Pursuant to the House resolution of the 5th instant, I have the honor to transmit herewith copies of the reports of the special commissioners on the Union Pacific railway, eastern division, and the Sioux City and Pacific railroad. No other report on any of the branches of the Union Pacific railroad has been received since the date mentioned in the resolution.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

WYANDOTTE, KANSAS,
December 4, 1868.

SIR: The special commission having completed their report of the examination of the Union Pacific railroad on the 23d of November, and forwarded the same, set out on the 24th for this place, to examine and report upon the Union Pacific railway, eastern division. The health of one of the commissioners did not permit him to make this examination, and it was therefore undertaken by the two members whose names are signed to this report. We deemed it proper to do so, constituting, as we did, a majority of the commission.

Wyandotte was reached on the 25th of November, at which place we met the general superintendent of the road, and as the company's offices were at Lawrence, we repaired to that place the same day. The forenoon of the 26th we spent in looking over the maps and profiles, and in the afternoon we set out with a special train, accompanied by the general

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superintendent, for the west end of the track. Before dark we had examined as far as Wamego, 62½ miles from Lawrence; but the train kept on to Fort Hays, and stopped there till morning. On the 27th we examined the road to the west end of the track and returned to Fort Hays to stop over night. On the 28th we completed the examination by daylight back to Wamego, and returned to Lawrence, remaining there over Sunday. On the 30th of November we completed the examination east to the State line, the initial point of the road. There had been some snow on the track, but it had disappeared, so as to leave us a good view of the road bed, and where it remained in the sides of the cuts it but served to illustrate, in a moderate way, the effects of wind-drifts, the wind having been from the south. We returned to Lawrence to complete our study of the maps and profiles, &c., and prepare our report, and we were aided in every way desired by the officers of the road.

The extent and character of the road is such that no division of it will be necessary in making our report upon it, and, preserving nearly the same order in considering the different parts of it, as we did of the one previously reported on, we proceed first with the—

GENERAL AND DETAILED LOCATION, GRADES, AND CURVATURE.

The north side of the valley of the Kaw river is much more favorable than the other for the road, because the bottom lands are broader and more continuous on the north side than upon the opposite one. The road is therefore properly located on the north side all the way to the junction of the Smoky Hill and Republican Forks.

If the objective point of the road be regarded as Denver City, we commissioners have not the information for determining whether the Republican or the Smoky Hill Fork furnishes the best location; but as the law authorized the location up the latter, and this was selected, it is presumed to be the better, and it undoubtedly is so, for making an extension of the line to the head of the Arkansas river or to New Mexico. The road is then located in the valley of the Smoky Hill Fork, as high up as Salina. The elevation attained here is 1,293 feet above the sea level; the distance from the initial point is 185 miles, and the elevation there 690 feet. At Salina the road leaves the main valley to avoid the great southerly bend made by the Smoky Hill Fork, and goes up the valley of Spring creek to its source. The first summit reached has an elevation of 1,550 feet. The road then descends 65 feet, to cross Alum creek; it ascends the next ridge to an elevation of 1,583 feet, and then it descends 85 feet to cross Clear creek; it again ascends a ridge to an elevation of 1,602 feet, and then descends 130 feet to regain the Smoky Hill Fork at Fort Harker, where the elevation is 1,472 feet above the sea. The line between this last point and Salina is generally direct, but it has a great deal of curvature and high grades, the maximum grade each way being 74 feet per mile.

Fort Harker is 218 miles from the initial point. The Smoky Hill Fork has not here the same wide bottom lands which characterized it at Salina. It is crooked and shut in with higher banks, which apparently increase in height as you go westward. The road, therefore, follows the stream only 12 miles above Fort Harker, and near Cow Creek station turns off to the north to gain the ridge between the Smoky Hill and Saline Forks. The maximum grade ascending is 53 feet per mile, and the line reaches an elevation of 1,973 feet. It descends from this ridge to reach Fort Hays, on Big creek, with a maximum grade of 59 feet per mile. Fort Hays has an elevation of 1,933 feet, and is 288½ miles from the initial point.

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The road continues in the valley of Big creek, west of Fort Hays, for about 10 miles, and there again ascends to the ridge between the Smoky Hill Fork and the Saline Fork. This is done with a maximum grade of 58 feet per mile. The highest point the road reaches is on this ridge at Monument station, and is there 3,276 feet above the sea, and 385½ miles from the initial point.

In order to reach Fort Wallace, on the Smoky Hill Fork, the road again leaves the ridge and descends to the north fork of the Smoky Hill Fork, at which place the track terminates, 405 miles from the initial point. The maximum grade in this last descent is 66 feet per mile. Fort Wallace is distant some 12 miles from the present terminus. These three descents from the main ridge to reach Forts Harker, Hays, and Wallace, greatly injure the road in regard to grades. The difference of level between the termini is 2,352 feet. The sum of the ascents made going west is 4,529 feet, and the consequent ascents going east are 2,177 feet. The length of the straight line is about 350 miles. The road itself is 405 miles.

There are 4.88 miles having grade between 70 and 75 feet per mile; there are 4.17 miles having grade between 60 and 70 feet per mile; there are 19.85 miles having grade between 50 and 60 feet per mile; there are 15.09 miles having grade between 40 and 50 feet per mile; there are 32.46 miles having grade between 30 and 40 feet per mile; there are 59.49 miles having grade between 20 and 30 feet per mile; there are 84.12 miles having grade between 10 and 20 feet per mile; there are 135.13 miles having grade between 0 and 10 feet per mile; there are 49.81 miles level.

The following is a list of stations and distances:

Name of station.	Intermediate distance.	Total distance.
	Miles.	*Miles.*
State Line	0.0	0.0
Armstrong	1.0	1.0
Muncy	6.5	7.5
Secondine	1.7	9.2
Edwardsville	3.7	12.9
Tiblow	3.5	16.4
Lenape	5.9	22.3
Stranger	4.6	26.9
Fall Leaf	4.2	31.1
Lawrence and Leavenworth Junction	5.2	36.3
Lawrence	1.8	38.1
Buck Creek	6.9	45.0
Williamsville	2.5	47.5
Perryville	3.3	50.8
Medina	1.5	52.3
Newman	2.6	54.9
Grantville	5.1	60.0
Topeka	6.7	66.7
Silver Lake	10.6	77.3
Cross Creek	5.4	82.7
St. Mary's	7.6	90.3
Wamego	13.2	103.5
St. George	6.5	110.0
Manhattan	7.8	117.8
Ogden	11.2	129.0
Fort Riley	6.1	135.1
Junction City	2.9	138.0
Chapman's Creek	12.0	150.0
Detroit	6.5	156.5
Abeline	5.9	162.4

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List of stations and distances—Continued.

Name of station.	Intermediate distance.	Total distance.
Sand Spring	3.8	166.2
Solomon	5.2	171.4
Salina	13.7	185.1
Bavaria	8.6	193.7
Rock Spring	10.8	204.5
Fort Harker	13.6	218.1
Ellsworth	4.7	222.8
Cow Creek	11.2	234.0
Wilson's Creek	5.0	239.0
Bunker Hill	13.4	252.4
Fossil	11.6	264.0
Walker	10.2	274.2
Hays	14.4	288.6
Ellis	13.4	302.0
Ogallah	15.5	317.5
Park's Fort	11.5	329.0
Coyote	11.0	340.0
Buffalo	11.0	351.0
Grinnell	13.0	364.0
Carlyle	11.0	375.0
Monument	10.5	385.5
Gopher	12.0	397.5
Sheridan	7.5	405.0

We conclude these remarks on the general location by saying that the whole line bears evidence of the unsettled purposes which have operated in determining it. The change of direction from the original design, of going up the Republican Fork, if made with the view of ultimately reaching New Mexico or the head-waters of the Arkansas river, should have prevented the construction beyond Salina, until the best line, all things considered, was found for passing the ridge between the Smoky Hill fork and the Arkansas; whether by following the Smoky Hill Fork up to the most southern part of the bend, and then leaving it; whether by keeping the line as it now is as far as Ellsworth, and then crossing over to the Arkansas; whether by continuing the route as now built to the end of the track, and then crossing over to the Arkansas; or, whether by taking and keeping the ridge between the Smoky Hill Fork on the south. and the Saline and Republican on the north, all the way till the sources of the Smoky Hill Fork were turned.

Besides the uncertainty in regard to the ultimate termination of the road, and which must have prevented the building of it on the best location, the hostility of the savages rendered it very difficult to make the necessary surveys and examinations.

Without, however, knowing all the reasons that controlled the present location, it is yet apparent that the road is not located so as to take full advantage of the capabilities of the country, and as a through line its commercial value is less than it should have been.

In the details of the location there is too much curvature; the grade is generally laid too near the ground, and follows too closely the undulations of the natural surface. A little cutting at the high points and filling at the low ones, slight changes in the location, and a little more work, would have easily kept down the grades along the Kaw river to 30 feet per mile, which grade should not have been exceeded on this part

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of the road. Cheapness of first construction seems to have been the ruling idea, although it seems as if in some places a better road could have been secured without increased expense. What is best to be done to the road depends very much, west of Salina, upon what is to be the future western terminus and destination. If the road is to be extended to form a line reaching to the settlements at the base of the mountains, or to be part of a through line to the Pacific, much of its location requires a thorough overhauling, and parts of it probably must be abandoned. To reduce the grades west of Salina to 30 feet per mile, in the present location, would require a very considerable outlay; but in case the road should ever have a first-class business, this reduction is so desirable that it might be well worth examining whether, to obtain it, the location should not be changed so as to keep in the valley of the Smoky Hill, even at the disadvantage of increasing the distance, or in some other way avoiding the objection to the present line. Had the route been designed originally to reach the valley of the Arkansas, the course of the lower portion of the bend in the Smoky Hill Fork appears favorable for so doing, and the obtainment of low grades might have not been at any material sacrifice of distance. To determine intelligently all the questions involved in the location west of Salina, on the supposition that the road is to be extended, requires extended surveys, and much information not within our reach, and we have, therefore, confined ourselves to a consideration of the road located as it is, in making our estimates for completing it. If, however, the western terminus of the road is to remain where it is, it might be questionable propriety to expend much upon it, unless it be to reduce the higher grades to 60 feet per mile, and thus make that the ruling grade on this part of the line, and by slight changes in the location at some points to reduce the curvature.

East of Salina, however, no question of western terminus will in any wise affect the location, and changes with a view of improving the grades and alignment may be made with entire confidence that, whatever be the ultimate termination of the road, the full commercial value of the outlay will be realized. Some very objectionable grades, as high as 72 feet per mile, and some unnecessary curves, occur on this part of the line, and changes should be made so as to diminish the curvature and secure the easy ruling grade of 30 feet per mile.

The line can be shortened two and a half miles opposite Lawrence and three-fourths of a mile opposite Topeka by continuing the road direct along the bottom lands and cutting off the détours made to reach the stations opposite these places.

ROAD-BED.

The road-bed was designed to be 13 feet wide in embankments, and 15 feet wide in the cuts, but it often falls short of these dimensions. The embankments are generally too narrow and will require widening before ballast can be properly applied, and having mostly been built without leaving any berme, this widening will require more labor than would otherwise have been necessary, as the existing ditches will have to be filled up and new ones made. The banks should be increased in width to a minimum of 14 feet on top, and the cuts to 16 feet at the bottom. There are on the whole line about 75 miles of cuts of different depths. The length of embankments above 3 feet in height are as follows: between 3 and 6 feet, 84 miles; between 6 and 9 feet, 9.34 miles; between 9 and 12 feet, 3.45 miles; between 12 and 15 feet, 1.27 mile; between 15 and 18 feet, 0.33 mile; between 18 and 21 feet, 0.2 mile; between 21 and 24 feet, 0.25 mile; between 24 and 27 feet, 0.25 mile.

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CROSS-TIES.

The ties are of double timber, proper size and good quality generally. The number is in some cases less than it should be, but will probably average about 2,300 per mile. A small addition made to the number of ties will place the road in this respect in good condition.

TRACK-LAYING AND BALLAST.

The track has been laid on the bare road-bed, without having the latter previously prepared by a covering of ballast to receive it. The fastenings are the old style wrought-iron chair, now almost universally discarded for either the fish point or for an improved chair of greater strength and bearing surface. On curves the rails were not bent to conform with the curve. With these exceptions, the track appears to have been well laid; but from want of ballasting material its surface has not been well maintained.

With a few slight exceptions, there is no ballast on the road; and from the nature of the material constituting the road-bed full ballast will be required on the whole line, and the material for it is exceedingly scarce and must in most cases be transported a considerable distance. This will make it expensive to ballast this line, more so than roads in general.

CULVERTS AND BRIDGES.

The total number of culverts and bridges on the line which are considered permanent is 203, of which there are 17 Howe truss bridges, having an aggregate length of 2,612 feet, and three straining beam trusses, whose total length is 196 feet. The truss bridges appear good and well proportioned, except the Howe truss across the Kaw river, in which the suspension rods are of inadequate size, rendering them liable when loaded to a strain of nearly 16,000 pounds per square inch of section, which is too great.

Of these 20 bridges, 16 stand on permanent stone abutments and piers, and four on wooden trestles. Of the latter is the bridge over the Kaw river, at the eastern end of the road. Stone work will be required to replace the wooden supports of these bridges. The remaining 183 permanent structures are stone culverts, or open culverts with stone abutments and short timber girders. Some of these are not well constructed, and must be rebuilt, allowance for the probable expense of which is made in our estimate.

Of temporary structures there are 450, of which 187 will be supplied with box culverts, small arches, or abutments with short girders. Of the remaining 263 there are 105 trestle bridges varying from 20 to 50 feet in length, and 158 are from 50 to 470 feet in length. They must all be supplied with permanent stone arches or abutments, and trusses to suit the various openings, and the embankments extended to the abutments.

EQUIPMENT, ETC.

The motive power and rolling stock of this company consists of 29 locomotives, 21 passenger cars, 10 baggage, mail, and express cars, 242 box freight cars, 432 flat cars, 108 stock cars, 72 hand cars, 7 boarding cars.

The locomotives are well constructed, efficient machines, and the cars as good as those on other good roads. The number of locomotives and

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cars appears to be nearly or quite sufficient to meet the present requirements of the business of the road, but it must, under any circumstances, be increased as the business increases, and if the road were opened to the base of the mountains or to the Pacific coast the equipment required to operate the 405 miles now built would have to be largely increased. The shop room, engine houses, and other accommodations for the care, maintenance, and repair of the motive power and rolling stock are inadequate to meet present as well as future wants. They are at no point sufficient for present purposes, and considerable expenditure is required immediately for this purpose.

Water stations are erected at intervals of about 15 miles, but the tanks are all too small, and sometimes indifferently constructed. At the stations located on the ridge between the Smoky Hill and Saline Forks, water is generally obtained by wells, some of which are about 125 feet deep. In one instance (Bunker Hill station) water has not yet been reached at this depth. The difficulty of obtaining water on this ridge may have some weight in not making the location continuous upon it. Windmills are employed to pump the water into the tanks in many places. The capacity of the tanks should be at least doubled or trebled, and other improvements made.

STATION BUILDINGS.

The road is not sufficiently supplied with station buildings; some of them are of a very creditable character, but others are inferior, and at some points they are entirely wanting. Additional outlay for this purpose will be required.

SIDINGS.

The sidings are sufficient for present use, and unless the road be extended, will probably answer for some time; but with a good western terminus, the side tracks on this part of the line must be increased.

RAILS.

The rails are of American manufacture, and the pattern is good and sufficiently heavy.

FENCES.

No snow fences have been built, and no cattle fences of consequence. Outlay will be required for both these objects.

The following is an estimate of the probable expenditure which will be required to render the 405 miles already built "equal to a fully completed first-class railroad." It is made on the supposition that the road is to be extended and opened for through traffic to the Pacific coast, and exhibits the expenditures required for labor on the 405 miles we examined, and for the equipment required to work this part of the line. It is as follows:

Estimate.

For increasing width of cuts to 16 feet and embankment to 14 feet at a minimum throughout the entire line.....	$260,000
For changes in location to reduce curvature and improve alignment	240,000
For reducing heavy grades between State line and Lawrence at Gaither's, Stranger Fall Leaf, and Sarcoxie bluffs and other points.....	57,000

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For reducing undulations in grades and relieving grades west of Salina	$170,000
For 40,000 additional cross-ties to supply deficiency, including removal of old ties and placing new in track	32,000
For eight abutments and two pier foundations for Howe truss bridges, already erected, including excavation, piles, grillage, and securing with rip-rap	15,000
For 3,600 yards of masonary in abutments and piers, as above, at $15	54,000
For replacing stone culverts of defective construction	20,000
For replacing 187 temporary wood culverts with stone box culverts or stone abutments and short girders, at $500	93,500
For replacing 105 temporary trestle bridges of less than 50 feet length, each with permanent structures, at $700	73,500
For replacing 158 temporary trestle bridges of 50 to 470 feet length with permanent structures, including foundations, at $1,000	158,000
For ballasting, including transportation, lifting track, placing material, surfacing track, and curving rails, 405 miles, at $1,300 per mile	526,500
For snow fences	30,000
For cattle fences	50,000
For 50 additional locomotives, at $14,000	700,000
For 15 passenger cars, at $6,000	90,000
For 10 baggage, express, and mail cars, at $2,800	28,000
For 400 box freight cars, at $900	360,000
For engine houses, turn-tables, machine shops, blacksmith shops, &c., and for tools and machinery for same	550,000
For additional water stations, and machinery for raising water	75,000
For additional station buildings	70,000
Total	3,652,500

We repeat, in closing this estimate, that the propriety of much of this expenditure is contingent upon the extension of the road to a proper western terminus. Were it to be built no further than it now is, much of the estimated outlay for additional equipment would not be required, and perhaps even part of that for improving the location and alignment and grades might be of doubtful propriety.

TELEGRAPH LINE.

The telegraph poles are erected along the line of the road as far as built, and seem well put up, but are rather too slender. Two wires are stretched on them from the eastern terminus west to Ellsworth, and thence to the west end of the track a single wire is stretched. Telegraph stations are occupied sufficient for the present operations of the road.

The foregoing report we believe completes the specific duties required of us in regard to the Union Pacific railway, eastern division.

We are, very respectfully, your obedient servants,

G. K. WARREN, *Brevet Maj. Gen. U. S. A.*,
J. BLICKENSDERFER, JR., *Civil Engineer*,
United States Special P. R. R. Commissioners.

Hon. O. H. BROWNING,
Secretary of the Interior.

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CHICAGO, ILLINOIS,
December 15, 1868.

SIR: Having completed our examination of the Union Pacific railway, eastern division, we proceeded to examine the Sioux City and Pacific railroad, arriving at the south end of that line, where it connects with the extension of the Chicago and Northwestern road, about six miles west of the Missouri Valley station, on the 8th of December. From this point, accompanied by the assistant superintendent and auditor of the road, with a special train we passed over the line to Sioux City, examining all, except twenty miles, the same day. The next day we returned to the south end of the road, and continued westward to the crossing of the Missouri river. The river was at this time closed with ice. Previously a ferry-boat had been used, and we were informed it was designed to keep open a passage and maintain the ferry during the winter. The construction of the line from this point westward to Fremont, we were advised, is being prosecuted with energy, the grading being mostly done, and about 17 miles of the tract laid. Two locomotives are on the west side of the river.

Being advised that all the work done on the west side of the Missouri was in an incomplete state, and that the company did not expect us to examine that portion of the work, we decided to proceed no further.

There had been a very severe snow-storm, with a large fall of snow, for several days, the snow being on an average probably 18 inches deep, but it was so generally blown from the track on account of the grade being laid high enough to permit this, that we could see and inspect the road-bed very well.

This road, beginning at Sioux City, has a very direct course, the direction being on an average south 20° east, for 69½ miles. It then turns due west, and, in a distance of three and a half miles, reaches the bank of the Missouri nearly opposite to De Soto. It is designed to cross the Missouri at this point and proceed in as direct line as practicable to Fremont, uniting there with the Union Pacific railroad. In regard to the general location it may be said that if the design be to secure a western connection with the Union Pacific railroad for eastern roads centring at Sioux City, on the most direct and practicable line, the course taken seems not well calculated to effect this object, being for a distance of about 70 miles nearly at right angles to the direct route, and this necessarily makes a great increase in distance. But as we understand that the government has assented to the location as it is, we shall confine our report to the details of the road as built on the eastern side of the Missouri river.

The *location* from Sioux City to the junction with the branch of the Chicago and Northwest road is quite direct, with but very little curvature, well chosen to secure the occupation of the highest portion of the bottom lands, and devoid of high grades. At Sergeants Bluffs is a cut through a point made to avoid the washing banks of the Missouri river, and here there is a grade each way of 53 feet per mile, extending in all about nine-tenths of a mile, which is the maximum grade on the line, the other portions of it differing but little from a level. Our opinion is that the proper working of the road will require this grade at Sergeants Bluffs to be reduced, which can be done at moderate expense.

The *road-bed* is good, the embankments being generally from 14 to 16 feet wide on top, and the cuts 20 feet wide at the base. A good berm has been left on each side of the embankments, and the grade is well elevated above the natural surface, thus rendering it exempt from over-

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flow, securing a dry track, and freedom from liability to be obstructed by snowdrifts.

The *ties* are good, of durable timber, proper dimensions, and used in sufficient quantity; and the track is well laid with fish-plate fastenings, full spiked and well surfaced, but placed on the bare road-bed.

The *rails* are of American manufacture, of good quality, and weigh 56 pounds to the yard.

For *ballast* there is no good material contiguous to the line. A fine sand is found in drifts in several places, which will make tolerable ballast, but having the defect of drifting in high winds, it will, if used, require frequent renewal. As it is, however, the only material available for the purpose, it will have to be used. Very little ballast has been put upon the roads, and the entire line will have to be supplied.

BRIDGES.

There are three permanent wooden Howe truss bridges of an aggregate length of 420 feet. They are of good quality and well proportioned, except some of the suspension bolts on the long spans, which are of inadequate size near the ends of the span. These trusses are supported on trestles with pile foundations, and piles for permanent stone abutments have been driven.

Of *temporary* trestle bridges there are 56, supported on piles, and having an aggregate length of 9,388 feet; stone abutments must be supplied for the Howe truss bridges, and permanent structures are required to replace the temporary trestle work.

EQUIPMENT.

The motive power and rolling stock consists of six locomotives, four passenger cars, one baggage, mail, and express car, three caboose cars, 49 box cars, 30 flat cars, 15 coal cars, 19 hand cars, and five special cars used in construction, &c.

These are all of good quality and equal to those on the best roads. They are probably sufficient for present business, but must be largely increased when connections with the eastern and western roads are made.

Permanent *water stations* are erected at Sioux City, River Sioux, and Missouri Valley, with tanks of sufficient size and with wind-mills to raise the water, which is found abundant a few feet below the surface of the bottom land. There is also a *temporary* water station, with small tank, at Sloan. Some additional water tanks will be required on the line to meet the future business.

Good *station buildings* with ample side tracks for the passage of trains and the transaction of business at the station are constructed at nearly all the points required, but a few additional ones will be needed. The company having a perpetual lease of the branch of the Chicago and Northwest roads, six miles in length, intend working it in connection with their road, and are erecting their principal shops at the junction of the branch with the Chicago and Northwest roads. Station buildings will be needed at this point.

There are no fences to speak of on the road. Cattle fences will be required, but snow fences will not.

The following is the estimated expenditure required to complete and fully equip so much of this road as lies east of the Missouri river, ready

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for business when the line is opened through to its connection with the Union Pacific railroad:

For increasing the width of narrow places on embankments to 14 feet on top, and for reducing grades at Sergeant's bluffs to 30 feet per mile	$20,000
For six abutments, foundations for Howe's truss-bridges, already erected, (piles already driven,) including grillage and ripraps, at $1,000	6,000
For 3,650 yards bridge masonry for abutments as above, at $15	54,750
For supplying 40 trestle bridges 8,500 feet long with permanent stone abutments and piers and girders or trusses, including foundations, at $3,000	120,000
For supplying 16 short trestle bridges with permanent stone culverts, at $600	9,600
For ballasting, including transportation, lifting track, placing material, and surfacing road 73 miles, at $1,300	94,900
For 8 additional locomotives, at $14,000	112,000
For 3 passenger cars, at $6,000	18,000
For 3 baggage cars, at $2,800	8,400
For 85 freight cars, at $900	76,500
For additional engine-houses, machine-shops, and for machinery and tools for same	50,000
For additional station buildings	12,000
For additional water stations	7,500
For cattle fences	30,000
Total	619,650

It will be seen that we have not included an estimate of the cost of the bridge across the Missouri river, and the approaches to it, which will have to be built to secure an adequate connection of Sioux City with the Union Pacific railroad.

TELEGRAPH LINE.

The telegraph line is substantially and well built along the line of the railroad.

The conclusion of the report completes the duties assigned to us.

Very respectfully, your obedient servants,

G. K. WARREN,
Brevet Major General United States Army.
J. BLICKENSDERFER, JR.,
Civil Engineer.

Hon. O. H. BROWNING,
Secretary of the Interior.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 26.

UNITED STATES BONDS.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Statement required by act of April 12, 1866, relative to the issue, conversion, and purchase of United States bonds.

JANUARY 7, 1869.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *January* 7, 1869.

SIR: I have the honor to transmit herewith a statement required by the provisions of section 2, chapter 39, of the act of the first session of the 39th Congress, approved April 12, 1866.

Very respectfully,

H. MCCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

The total issue of 5-20 bonds under act of March 3, 1865, was, on the 1st day of December, 1868	$958,342,900
Of which amount there was included in reports to Congress, as per Ex. Doc. No. 52, 39th Congress, second session, and Ex. Doc. No. 34, 40th Congress, second session	620,773,450
Making the issue since last report	337,569,450
Of which amount there has been issued in conversions of 7.30 notes	272,754,400
Leaving to be accounted for as sales	64,815,050

which were made upon the terms indicated in the schedule accompanying, marked A.

The avails of said bonds have been used in the purchase of $7\frac{3}{10}$ notes to the amount of $64,749,750 principal, upon the terms indicated in the schedule accompanying, marked B, and the balance, being $65,300, in retiring compound-interest notes. The commissions paid on account of sales of bonds amount to $15,717, 94, as per schedule accompanying, marked C.

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Statement of sales of 5-20 *bonds act of March* 3, 1865.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
Vermilye & Co	$150,600	7⅓	$3,304 10	$7,943 90	$161,250 00
Fisk & Hatch	221,000	7⅓	4,868 08	11,706 92	237,575 00
Vermilye & Co	200,000	7⅓	4,405 50	10,594 50	215,000 00
Do	100,000	7⅓	2,219 18	5,280 82	107,500 00
Do	150,000	7⅓	3,328 80	7,921 20	161,250 00
Jay Cooke & Co	20,000	7⅓	447 12	1,052 88	21,500 00
Vermilye & Co	250,000	7⅓	5,753 40	12,996 60	268,750 00
Do	150,000	7⅓	3,452 10	7,985 40	161,437 50
Do	100,000	7⅓	2,301 37	5,323 63	107,625 00
Do	400,000	7⅓	9,337 00	21,163 00	430,500 00
National Trust Company of New York	50,000	7⅓	1,167 12	2,707 88	53,875 00
Vermilye & Co	200,000	7⅓	4,668 48	10,581 52	215,250 00
Jay Cooke & Co	400,000	7⅓	9,468 50	21,031 50	430,500 00
Vermilye & Co	150,000	8⅓	3,550 70	7,886 80	161,437 50
Jay Cooke & Co	15,000	7⅓	355 07	769 93	16,125 00
Vermilye & Co	250,000	7⅓	6,041 10	12,708 90	268,750 00
Jay Cooke & Co	250,000	7⅓	6,041 05	12,708 95	268,750 00
Vermilye & Co	200,000	7⅓	4,832 87	10,167 13	215,000 00
Jay Cooke & Co	150,000	7⅓	3,624 68	7,812 82	161,437 50
Fisk & Hatch	168,000	7⅓	4,059 62	8,540 38	180,600 00
Jay Cooke & Co	250,000	7⅓	6,082 14	12,667 86	268,750 00
Do	100,000	7⅓	2,432 88	5,067 12	107,500 00
Do	100,000	7⅓	2,432 88	5,192 12	107,625 00
Vermilye & Co	50,000	7⅓	1,216 44	2,533 56	53,750 00
Do	200,000	7⅓	4,865 80	10,134 20	215,000 00
Jay Cooke & Co	100,000	7⅓	2,449 32	5,175 68	107,625 00
Do	100,000	7⅓	2,449 32	5,050 68	107,500 00
Do	300,000	7⅓	7,347 98	15,152 02	322,500 00
Do	13,000	7⅓	318 41	656 59	13,975 00
Vermilye & Co	100,000	7⅓	2,449 32	5,050 68	107,500 00
Do	10,000	7⅓	244 93	505 07	10,750 00
Jay Cooke & Co	300,000	7⅓	7,347 96	15,902 04	323,250 00
Vermilye & Co	200,000	7⅓	4,898 64	10,101 36	215,000 00
Fisk & Hatch	25,000	7⅓	620 55	1,254 45	26,875 00
Jay Cooke & Co	52,000	7⅓	1,290 74	2,609 26	53,900 00
Fisk & Hatch	100,000	7⅓	2,498 63	5,376 37	107,875 00
Jay Cooke & Co	200,000	7⅓	4,997 25	10,502 75	215,500 00
Do	100,000	7⅓	2,498 63	5,001 37	107,500 00
Do	50,000	7⅓	1,249 32	2,500 68	53,750 00
Vermilye & Co	100,000	7⅓	2,498 63	5,001 37	107,500 00
Fisk & Hatch	57,000	7⅓	1,424 22	2,850 78	61,275 00
Vermilye & Co	300,000	7⅓	7,495 90	15,004 10	322,500 00
Do	90,000	7⅓	2,278 36	4,809 14	97,087 50
Jay Cooke & Co	350,000	7⅓	8,860 24	17,389 76	376,250 00
Do	50,000	7⅓	1,265 75	2,671 75	53,937 50
Do	15,000	7⅓	379 73	801 52	16,181 25
Vermilye & Co	90,000	7⅓	2,278 36	4,471 64	96,750 00
Do	10,000	7⅓	253 15	534 35	10,787 50
Do	50,000	7⅓	1,323 29	2,614 21	53,937 50
Do	10,000	8	264 66	535 34	10,800 00
Do	150,000	7⅓	3,969 90	7,842 60	161,812 50
Do	110,000	7⅓	2,911 26	5,751 30	118,662 50
Do	100,000	7⅓	2,646 58	5,228 42	107,875 00
Do	240,000	8	6,351 82	12,848 18	259,200 00
Do	10,000	7⅓	264 66	522 84	10,787 50
Do	10,000	7⅓	264 66	522 84	10,787 50
Do	10,000	7⅓	264 66	522 84	10,787 50
Do	160,000	7⅓	4,234 50	8,365 50	172,600 00
Do	100,000	7⅓	2,761 67	5,113 33	107,875 00
Do	50,000	7⅓	1,380 83	2,556 67	53,937 50
Do	400,000	7⅓	11,506 76	20,993 24	431,500 00
Do	50,000	7⅓	1,438 36	2,499 14	53,937 50
Jay Cooke & Co	50,000	7⅓	1,438 36	2,499 14	53,937 50
Vermilye & Co	150,000	7⅓	4,315 09	7,497 41	161,812 50
Do	150,000	7⅓	4,315 09	7,497 41	161,812 50
Do	150,000	7⅓	4,315 09	7,497 41	161,812 50
Do	150,000	7⅓	4,315 09	7,497 41	161,812 50
Jay Cooke & Co	35,000	7⅓	1,006 85	1,749 40	37,756 25
Do	200,000	7⅓	5,753 37	9,996 63	215,750 00
Vermilye & Co	350,000	7⅓	10,068 46	17,494 04	377,562 50
Do	100,000	8	2,876 71	5,123 29	108,000 00
Do	150,000	8	4,315 09	7,684 91	162,000 00
Do	100,000	8	2,876 71	5,123 29	108,000 00
Jay Cooke & Co	150,000	7⅓	4,315 09	7,497 41	161,812 50
Do	300,000	7⅓	8,975 26	14,649 74	323,625 00
Vermilye & Co	50,000	8	1,495 89	2,504 11	54,000 00
Jay Cooke & Co	200,000	7⅓	5,983 57	9,766 43	215,750 00
Do	50,000	7⅓	1,495 89	2,441 61	53,937 50
Do	200,000	7⅓	5,983 57	9,766 43	215,750 00
Do	250,000	7⅓	7,479 47	12,208 03	269,687 50
Vermilye & Co	5,000	8⅓	149 59	256 66	5,406 25
Jay Cooke & Co	100,000		2,991 78	5,008 22	108,000 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
Jay Cooke & Co	$100,000	8	$2,991 78	$5,008 22	$108,000 00
Do	100,000	8	2,991 78	5,008 22	108,000 00
Vermilye & Co	250,000	8½	7,520 50	13,104 50	270,625 00
Do	245,000	8½	7,370 11	12,536 14	264,906 25
Jay Cooke & Co	100,000	8	3,008 22	4,991 78	108,000 00
Do	100,000	8	3,008 22	4,991 78	108,000 00
Do	50,000	8½	1,504 11	2,558 39	54,062 50
Do	450,000	8½	13,537 05	23,025 45	486,562 50
Do	300,000	8½	9,024 70	15,725 30	324,750 00
Vermilye & Co	250,000	4½	82 20	11,480 30	261,562 50
Jay Cooke & Co	200,000	4½	65 80	8,934 20	209,000 00
Do	100,000	4½	32 88	4,467 12	104,500 00
Do	100,000	4½	32 88	4,467 12	104,500 00
Do	100,000	4½	32 88	4,467 12	104,500 00
Vermilye & Co	100,000	4½	82 19	4,417 81	104,500 00
Do	200,000	4½	164 40	8,835 60	209,000 00
Do	150,000	4½	147 90	6,789 60	156,937 50
Do	100,000	4½	98 63	4,526 37	104,625 00
Do	100,000	4½	98 63	4,401 37	104,500 00
Do	80,000	4½	78 90	3,521 10	83,600 00
Do	50,000	4½	49 32	2,200 68	52,250 00
Jay Cooke & Co	100,000	4½	98 63	4,401 37	104,500 00
Do	50,000	4½	49 32	2,263 18	52,312 50
Do	200,000	4½	197 26	8,802 74	209,000 00
Do	450,000	4½	443 80	20,368 70	470,812 50
Vermilye & Co	20,000	4½	19 73	880 27	20,900 00
Do	150,000	4½	172 60	6,952 40	157,125 00
Do	50,000	4½	57 53	2,317 47	52,375 00
Do	50,000	4½	57 53	2,317 47	52,375 00
Do	50,000	4½	57 53	2,317 47	52,375 00
Do	200,000	4½	230 14	9,269 86	209,500 00
Jay Cooke & Co	300,000	4½	345 20	13,529 80	313,875 00
Vermilye & Co	50,000	5	73 97	2,426 03	52,500 00
P. M. Myers & Co	150,000	5	221 90	7,278 10	157,500 00
Vermilye & Co	100,000	5	147 95	4,852 05	105,000 00
P. M. Myers & Co	50,000	5	73 97	2,426 03	52,500 00
Vermilye & Co	100,000	5	147 95	4,852 05	105,000 00
Fisk & Hatch	50,000	5½	82 19	2,605 31	52,687 50
Vermilye & Co	300,000	5½	493 20	16,381 80	316,875 00
Fisk & Hatch	150,000	5½	246 60	7,815 90	158,062 50
Vermilye & Co	50,000	5½	98 63	2,776 37	52,875 00
Do	50,000	5½	98 63	2,776 37	52,875 00
Do	50,000	5½	98 63	2,776 37	52,875 00
Do	50,000	5½	98 63	2,776 37	52,875 00
Do	100,000	5½	197 26	5,552 74	105,750 00
Do	350,000	5½	863 00	19,262 00	370,125 00
Henry A. Heiser's Sons	27,000	5½	70 01	1,481 49	28,552 50
Fisk & Hatch	150,000	5½	394 50	8,418 00	158,812 50
Vermilye & Co	100,000	5½	263 01	5,486 99	105,750 00
Fisk & Hatch	50,000	5½	131 51	2,805 99	52,937 50
Vermilye & Co	100,000	5½	263 01	5,486 99	105,750 00
Do	50,000	5½	131 51	2,743 49	52,875 00
Do	100,000	5½	263 01	5,486 99	105,750 00
Rodman, Fisk & Co	100,000	6	279 45	5,720 55	106,000 00
Hatch, Foote & Co	100,000	6	312 33	5,687 67	106,000 00
Vermilye & Co	100,000	5½	312 33	5,562 67	105,875 00
Do	100,000	5½	312 33	5,562 67	105,875 00
P. M. Myers & Co	250,000	6	780 80	14,219 20	265,000 00
Vermilye & Co	300,000	6	937 00	17,063 00	318,000 00
Do	32,300	5½	100 89	1,796 74	34,197 63
Mrs. Laura A. Holland	7,000	5½	21 86	389 39	7,411 25
Emily B. Bliss	4,000	5½	12 49	222 51	4,235 00
Louisa Coddington	3,000	5½	9 37	166 88	3,176 25
Laura B. Tweedy	1,500	5½	4 68	83 44	1,588 12
Julius R. Shipman	1,000	5½	3 12	55 63	1,058 75
Mrs. Mary D. Post	700	5½	2 19	38 93	741 12
Mrs. Cornelia J. Rexford	500	5½	1 56	27 82	529 38
Fisk & Hatch	16,000	6½	52 60	927 40	16,980 00
Edward Sweet & Co	100,000	6	328 77	5,671 23	106,000 00
Fisk & Hatch	11,500	6½	37 81	666 56	12,204 37
Jay Cooke & Co	500,000	6	1,643 80	28,356 20	530,000 00
Vermilye & Co	200,000	6	657 54	11,342 46	212,000 00
Do	100,000	6	328 77	5,671 23	106,000 00
Do	100,000	6	328 77	5,671 23	106,000 00
Do	100,000	6	328 77	5,671 23	106,000 00
Fisk & Hatch	50,000	6½	164 38	2,898 12	53,062 50
Do	50,000	6½	164 38	2,898 12	53,062 50
T. S. Quackenbush	50,000	6	164 38	2,835 62	53,000 00
Fisk & Hatch	112,450	6½	369 70	6,517 86	119,337 56
Do	10,050	6½	33 04	582 52	10,665 56
P. M. Myers & Co	250,000	6½	863 00	14,449 50	265,312 50
Jay Cooke & Co	250,000	6½	863 00	14,449 50	265,312 50

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
Jay Cooke & Co	$400,600	7¼	$1,512 30	$27,487 70	$429,000 00
Do	100,000	7¼	378 08	6,871 92	107,250 00
Fisk & Hatch	300,000	8¼	1,282 20	23,092 80	324,375 00
Do	25,000	8¼	106 85	1,924 40	27,031 25
Do	175,000	8¼	747 97	13,470 78	189,218 75
Rodman, Fisk & Co	300,000	8¼	1,331 50	23,418 50	324,750 00
Jay Cooke & Co	350,000	8¼	1,553 40	27,321 60	378,875 00
Do	250,000	7	3,821 90	13,678 10	267,500 00
Do	250,000	6¾	3,821 90	13,053 10	266,875 00
Hatch, Foote & Co	122,100	6¾	2,268 05	8,415 70	132,783 75
Vermilye & Co	250,000	6	3,986 28	16,013 72	270,000 00
Jay Cooke & Co	100,000	7¼	1,594 52	6,280 48	107,875 00
Do	150,000	7¼	2,391 80	9,420 70	161,812 50
Do	250,000	8	3,986 30	16,013 70	270,000 00
Fisk & Hatch	250,000	8¼	4,027 40	16,285 10	270,312 50
Jay Cooke & Co	250,000	8	4,590 50	15,479 50	270,000 00
R. Manley & Co	382,000	8¼	7,085 76	24,419 24	413,515 00
Vermilye & Co	150,000	8¼	2,786 31	9,582 69	162,375 00
Do	100,000	8¼	1,857 53	6,267 47	108,125 00
Jay Cooke & Co	250,000	8¼	4,643 82	15,981 18	270,625 00
Fisk & Hatch	2,500,000	12	61,644 00	238,356 00	2,800,000 00
P. M. Myers & Co	250,000	9	3,246 60	19,253 40	272,500 00
Do	150,000	9	1,972 60	11,527 40	163,500 00
Do	150,000	9¼	2,046 55	11,640 95	163,687 50
R. Manley & Co	200,000	9¼	2,728 75	15,521 25	218,250 00
National Currency Bank, New York	385,000	8¼	6,392 03	26,382 96	417,725 00
Jay Cooke & Co	500,000	10¼	9,945 30	41,304 70	551,250 00
Do	500,000	10¼	9,945 30	41,304 70	551,250 00
Do	500,000	10⅜	9,945 30	41,929 70	551,875 00
P. M. Myers & Co	100,000	10⅜	1,989 05	8,510 95	110,500 00
Do	100,000	10⅜	1,989 05	8,635 95	110,625 00
Do	250,000	9	3,246 60	19,253 40	272,500 00
Vermilye & Co	150,000	10¼	4,265 80	11,109 20	165,375 00
Jay Cooke & Co	220,000	12¼	4,068 50	26,556 50	280,625 00
Do	250,000	12⅜	4,068 50	26,869 00	281,937 50
P. M. Myers & Co	1,000,000	12¼	16,274 00	106,226 00	1,122,500 00
Jay Cooke & Co	250,000	11	5,424 70	22,075 30	277,500 00
Do	250,000	11⅛	5,465 80	22,346 70	277,812 50
Do	250,000	11⅛	5,465 80	22,346 70	277,812 50
Do	250,000	11	5,630 10	21,869 90	277,500 00
Fisk & Hatch	250,000	11	5,671 20	21,828 80	277,500 00
P. M. Myers & Co	250,000	10⅞	5,712 30	21,475 20	277,187 50
Do	100,000	11	2,317 81	8,682 19	111,000 00
Eugene Kelly & Co	250,000	9⅜	6,246 60	17,815 90	274,062 50
Fisk & Hatch	500,000	10⅛	12,657 50	37,967 50	550,625 00
Eugene Kelly & Co	200,000	11⅛	5,983 60	17,016 40	223,000 00
C. Allardice	450,000	8¼	9,838 40	27,286 60	487,125 00
Leland Bros	50,000	8¼	1,093 15	3,156 85	54,250 00
A. Friedman	25,000	8¼	571 23	1,491 27	27,062 50
Smith, Randolph & Co	50,000	8¼	1,142 47	2,982 53	54,125 00
W. C. Burns	25,000	8¼	571 23	1,491 27	27,062 50
White, Morris & Co	5,600	8¼	114 25	298 25	5,412 50
Leland Bros	50,000	8¼	1,142 47	2,982 53	54,125 00
Kuhn & Loeb	50,000	8¼	1,142 47	2,982 53	54,125 00
Foote & Walker	15,000	8¼	342 74	876 01	16,218 75
Kuhn & Loeb	30,000	8	685 48	1,714 52	32,400 00
Jay Cooke & Co	250,000	8¼	5,712 30	14,912 70	270,625 00
C. Allardice	50,000	8¼	1,150 68	2,974 32	54,125 00
L. Townsend	100,000	8¼	2,301 37	5,948 63	108,250 00
T. Baldwin	50,000	8¼	1,150 68	2,974 32	54,125 00
Foote & Walker	50,000	8¼	1,150 68	2,911 82	54,062 50
Kuhn, Loeb & Co	25,000	8	620 55	1,379 45	27,000 00
Rodman, Fisk & Co	15,000	8	372 33	827 67	16,200 00
Foote & Walker	50,000	8	1,241 10	2,758 90	54,000 00
Tower, Giddings & Torrey	25,000	8¼	620 55	1,410 70	27,031 25
Frank & Gans	30,000	8¼	744 66	1,692 84	32,437 50
C. A. James	10,000	8¼	248 22	564 28	10,812 50
Rodman, Fisk & Co	30,000	8¼	744 66	1,692 84	32,437 50
Kuhn, Loeb & Co	25,000	8¼	620 55	1,410 70	27,031 25
Vermilye & Co	35,000	8¼	868 77	2,018 73	37,887 50
Turner Bros	5,000	8¼	124 11	288 39	5,412 50
National Loan Bank, St. Louis	10,000	8	251 51	548 49	10,800 00
Garlichs, Simmons & Foster	10,000	8	251 51	548 49	10,800 00
First National Bank, Columbia	90,000	8	2,263 56	4,936 44	97,200 00
Johnston Brothers & Co	10,000	8	251 51	548 49	10,800 00
Hooper, Reese & Co	10,000	8	251 51	548 49	10,800 00
E. E. Chase	45,000	8	1,131 78	2,468 22	48,600 00
Tower, Giddings & Torrey	25,000	8	628 77	1,371 23	27,000 00
Rodman, Fisk & Co	25,000	8	628 77	2,371 23	27,000 00
Do	25,000	8¼	628 77	1,402 48	27,031 25
Turner Brothers	10,000	8¼	254 80	607 70	10,862 50

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Statement of sales of 5-20 bonds, act of March 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
Drexel, Winthrop & Co	$25,000	8½	$636 99	$1,519 26	$27,156 25
L. Townsend	45,000	8½	1,146 58	2,734 67	48,881 25
Smith, Randolph & Co	20,000	8½	509 59	1,215 41	21,725 00
Jay Cooke & Co	1,000,000	11 1-6	14,959 00	96,731 54	1,111,690 54
First National Bank, Washington, D. C	250,000	10	6,328 80	18,671 20	275,000 00
Cox Brothers & Co	10,000	7½	209 19	547 81	10,750 00
Do	10,000	7½	203 84	546 16	10,750 00
Jay Cooke & Co	100,000	7⅜	2,038 36	5,336 64	107,375 00
Cox Brothers & Co	10,000	7½	208 77	541 23	10,750 00
Harriet J. Morey	33,000	7⅜	688 93	1,744 82	35,433 75
A. J. Macarty	17,000	7⅜	354 90	898 85	18,253 75
Cox Brothers & Co	10,000	7½	210 41	539 59	10,750 00
A. Quinn	200,000	7⅜	4,405 50	10,844 50	215,250 00
E. Sweet & Co	50,000	7 15-32	1,076 71	2,657 67	53,734 38
Munroe & Dougherty	15,000	7 15-32	323 01	797 30	16,120 31
Foote & Walker	50,000	7 9-16	1,076 71	2,704 54	53,781 25
Do	70,000	7⅜	1,507 40	3,890 10	75,337 50
Do	10,000	7⅜	215 34	547 16	10,762 50
Johnston Brothers & Co	10,000	7⅜	215 34	547 16	10,762 50
H. King	25,000	7⅜	538 36	1,367 89	26,906 25
Munroe & Dougherty	200,000	7⅜	4,306 80	10,943 20	215,250 00
H. S. Wilson	15,000	7⅜	323 01	820 74	16,143 75
Lunt, Preston & Kean	20,000	7⅜	430 68	1,094 32	21,525 00
J. Carphey	25,000	7⅜	538 36	1,367 89	26,906 25
H. Clews & Co	10,000	7⅜	215 34	547 16	10,762 50
A. M. Miller	25,000	7⅜	554 79	1,382 71	26,937 50
H. Delany	25,000	7⅜	554 79	1,382 71	26,937 50
Jay Cooke & Co	50,000	7⅜	1,109 59	2,765 41	53,875 00
E. Sweet & Co	50,000	7 9-16	1,109 59	2,671 66	53,781 25
Foote & Walker	50,000	7 9-16	1,109 59	2,671 66	53,781 25
Elton Banking Co., Waterbury, Conn	37,000	7⅜	827 18	2,040 32	39,867 50
Cox Brothers & Co	10,000	7⅜	230 14	544 86	10,775 00
Jay Cooke & Co	100,000	7⅜	2,383 56	5,116 44	107,500 00
Spencer, Vila & Co	60,000	7⅜	1,449 86	3,125 14	64,575 00
Tower, Giddings & Torrey	150,000	7⅜	3,624 70	7,812 80	161,437 50
C. E. Faller & Co	40,000	7⅜	966 58	2,083 42	43,050 00
Foote & Walker	220,000	7⅜	5,316 20	11,458 80	236,775 00
A. S. James	20,000	7⅜	483 29	1,041 71	21,525 00
J. N. White	10,000	7⅜	241 64	520 86	10,762 50
Cox Brothers & Co	10,000	8⅛	243 29	531 71	10,775 00
Turner Brothers	50,000	7⅜	1,241 10	2,696 40	53,937 50
Budge, Schiff & Co	80,000	7⅜	1,985 75	4,314 25	86,300 00
Shelburne National Bank	5,000	7⅜	124 11	269 64	5,393 75
C. A. James	15,000	7⅜	372 33	808 92	16,181 25
Foote & Walker	50,000	7⅜	1,241 10	2,696 40	53,937 50
Rodman, Fisk & Co	50,000	7⅜	1,241 10	2,696 40	53,937 50
H. S. Wilson	50,000	7⅜	1,241 10	2,696 40	53,937 50
Manufacturer's National Bank, Troy, N.Y.	9,000	7⅜	223 39	485 36	9,708 75
Cox Brothers & Co	10,000	8	249 86	550 14	10,800 00
Hooper, Reese & Co	125,000	7⅜	3,267 09	6,264 16	134,531 25
C. J. Hatch & Co	5,000	7⅜	130 69	250 56	5,381 25
C. A. James	20,000	7⅜	522 74	1,002 26	21,525 00
Hooper, Reese & Co	50,000	7⅜	1,306 85	2,568 15	53,875 00
Drexel & Co	50,000	7⅜	1,389 04	2,423 46	53,812 50
Fisk & Hatch	50,000	8⅛	1,389 04	2,485 96	53,875 00
Cox Brothers & Co	10,000	7⅜	215 34	547 16	10,762 50
Auditor State of Missouri, in trust	100,000	4	.....	4,000 00	104,000 00
Ira B. McVay & Co	2,500	4⅛	41	118 34	2,618 75
G. W. Bunn	6,000	4⅛	1 97	268 03	6,270 00
W. K. Bray	25,000	4⅛	8 22	1,116 78	26,125 00
J. T. Bingham	15,000	4⅛	4 93	670 07	15,675 00
John M. Smith	4,000	4⅛	1 32	178 68	4,180 00
Charles Wood	24,000	4⅛	7 89	1,072 11	25,080 00
A. Miller	26,000	4⅛	8 55	1,161 45	27,170 00
Jay Cooke & Co	25,000	4⅛	8 22	1,116 78	26,125 00
S. Arthur	50,000	4⅛	73 97	2,301 03	52,375 00
Smith, Randolph & Co	50,000	5	73 97	2,426 03	52,500 00
James Paul	50,000	5⅛	98 63	2,651 37	52,750 00
J. Bissell	50,000	5⅛	98 63	2,651 37	52,750 00
Jay Cooke & Co	25,000	5⅛	49 32	1,325 68	26,375 00
C. B. Dearborn	75,000	5⅛	184 93	4,033 82	79,218 75
T. J. Sylvester	16,000	5⅛	42 08	857 92	16,900 00
Smith, Randolph & Co	15,000	5⅛	39 45	804 30	15,843 75
F. Warren	50,000	5⅛	131 51	2,680 99	52,812 50
Jay Cooke & Co	19,000	5⅛	49 97	1,018 78	20,068 75
Do	20,000	5⅛	62 47	1,087 53	21,150 00
H. Connelly	50,000	5⅛	156 16	2,781 34	52,937 50
Smith, Randolph & Co	50,000	5⅛	156 16	2,981 34	52,937 50
Jay Cooke & Co	50,000	7⅛	197 26	3,552 74	53,750 00
Minerva Benedict	35,000	8⅛	149 59	2,694 16	37,843 75
Mrs. E. D. Southworth	1,500	8⅛	6 41	115 46	1,621 87

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
James Paul	$50,000	7⅓	$287 67	$3,524 83	$53,812 50
D. Helaney	50,000	7⅓	287 67	3,524 83	53,812 50
Smith, Randolph & Co	20,000	7⅓	138 08	1,411 92	21,550 00
James Paul	30,000	7⅓	207 12	2,117 88	32,325 00
Joseph Brown	50,000	7⅓	386 30	3,551 20	53,937 50
James Paul	50,000	6⅓	517 81	2,919 69	53,437 50
Barclay & Barclay	15,000	7	155 34	894 66	16,050 00
Jay Cooke & Co	35,000	7	362 47	2,087 53	37,450 00
R. K. Cornwallis	50,000	6⅓	501 37	2,811 13	53,312 50
Hooper, Reese & Co	50,000	6⅓	501 37	2,811 13	53,312 50
J. R. Dick & Co	20,000	6⅓	200 55	1,124 45	21,325 00
R. M. Cornell	100,000	6⅓	1,002 74	5,622 26	106,625 00
Edward Sweet & Co	40,000	6⅓	460 27	2,139 73	42,600 00
A. Friedman	50,000	6⅓	575 34	2,674 66	53,250 00
E. Lambert	10,000	6⅓	115 07	534 93	10,650 00
Rodman, Fisk & Co	42,000	6⅓	483 29	2,246 71	44,730 00
W. Painter	30,000	6⅓	345 21	1,604 79	31,950 00
H. Hoagland	8,000	6⅓	92 06	427 94	8,520 00
Central National Bank of New York	17,000	6⅓	195 62	909 38	18,105 00
Rodman, Fisk & Co	23,000	6⅓	264 66	1,259 09	24,523 75
Smith, Randolph & Co	30,000	6⅓	345 21	1,642 29	31,987 50
Jay Cooke & Co	10,000	7⅓	124 93	587 57	10,712 50
First National Bank of Washington, D. C	25,000	6⅓	312 33	1,406 42	26,718 75
R. H. Duncan	3,900	7	55 78	217 22	4,173 00
Jay Cooke & Co	100,000	7⅓	1,660 27	5,464 73	107,125 00
Smith, Randolph & Co	50,000	7⅓	879 45	2,933 05	53,812 50
De Haven & Brother	25,000	7⅓	439 73	1,466 52	26,906 25
Jay Cooke & Co	25,000	7⅓	439 73	1,466 52	26,906 25
J. Bissell	100,000	7⅓	1,742 47	5,632 53	107,375 00
J. T. Bates	50,000	7⅓	904 11	2,970 89	53,875 00
Smith, Randolph & Co	50,000	7⅓	904 11	2,933 39	53,937 50
C. Dunn	50,000	8	904 11	3,195 89	54,000 00
De Haven & Brother	30,000	8⅓	542 47	1,895 03	32,437 50
F. Steele	20,000	7⅓	361 64	1,263 36	21,625 00
Jay Cooke & Co	25,000	8⅓	460 27	1,570 98	27,031 25
T. D. Armstrong	15,000	8⅓	283 56	953 94	16,237 50
F. Warren	35,000	8⅓	661 64	2,225 86	37,887 50
James T. Bates	50,000	8 5-16	945 21	3,211 04	54,156 25
Jay Cooke & Co	25,000	8⅓	480 82	1,644 18	27,125 00
R. H. Fisk	25,000	9	513 70	1,736 30	27,250 00
Jay Cooke & Co	50,000	8⅓	1,027 40	3,347 60	54,375 00
Stephen St. John	70,000	7⅓	586 85	4,488 15	75,075 00
Jay Cooke & Co	100,000	7⅓	2,038 36	5,336 64	107,375 00
A. F. Boas	10,000	7⅓	213 70	536 30	10,750 00
C. S. Green	10,000	7⅓	213 70	536 30	10,750 00
William Painter & Co	5,000	7⅓	106 85	268 15	5,375 00
C. A. James	56,000	7⅓	1,205 99	2,994 08	60,200 00
Tower, Giddings & Torrey	50,000	7 9-16	1,076 71	2,704 54	53,781 25
Foote & Walker	25,000	7 9-16	538 36	1,352 96	26,890 62
Do	265,000	7⅓	5,706 53	14,499 72	285,206 25
Tower, Giddings & Torrey	50,000	7⅓	1,076 71	2,735 79	53,812 50
F. O. French, cashier	12,000	7⅓	258 41	656 59	12,915 00
Johnston Brothers & Co	25,000	7⅓	538 36	1,367 89	26,906 25
S. P. Burt	6,000	7⅓	129 21	328 29	6,457 50
G. K. Sistare	6,000	7⅓	129 21	328 29	6,457 50
S. M. & B. Cohen	5,000	7⅓	107 67	273 58	5,381 25
First National Bank, Washington, D. C	10,000	7⅓	215 34	547 16	10,762 50
Cox Brothers & Co	10,000	7⅓	215 34	547 16	10,762 50
Jay Cooke & Co	10,000	7⅓	218 63	543 87	10,762 50
Budge, Schiff & Co	300,000	7 19-32	6,608 20	16,173 05	322,781 25
Lounsberry & Fanshawe	150,000	7⅓	3,328 80	8,296 20	161,625 00
A. Friedman	50,000	7⅓	1,109 59	2,837 91	53,937 50
Cox Brothers & Co	10,000	7⅓	221 92	553 08	10,775 00
H. Ingersoll	25,000	7⅓	554 79	1,382 71	26,937 50
M. K. Elmer	25,000	7⅓	554 79	1,382 51	26,937 50
Jay Cooke & Co	50,000	7⅓	1,109 59	2,765 41	53,875 00
Foote & Walker	100,000	7⅓	2,219 18	5,405 82	107,625 00
C. A. James	5,000	7⅓	110 96	276 54	5,387 50
John H. Bridge	10,000	7⅓	226 85	548 15	10,775 00
Harry Ingersoll	23,500	7⅓	540 83	1,251 04	25,291 87
Jacob Naylor	10,000	7⅓	230 14	532 36	10,762 50
C. F. Roland	5,000	7⅓	115 07	266 18	5,381 25
Jay Cooke & Co	11,500	7⅓	264 66	612 22	12,376 87
S. Arthur	25,000	7⅓	579 45	1,396 80	26,906 25
Cox Brothers & Co	10,000	7⅓	233 43	529 07	10,762 50
Jay Cooke & Co	100,000	7⅓	2,367 12	5,132 88	107,500 00
Tenth National Bank, New York	184,500	7 11-16	4,458 34	9,725 09	198,683 43
J. T. Brady & Co	4,500	7⅓	108 74	234 38	4,843 13
Knox County National Bank	12,000	7⅓	289 97	625 03	12,915 00
Shelburne Falls National Bank	3,400	7⅓	82 72	185 03	3,667 75
C. E. Fuller & Co	2,500	7⅓	60 82	129 80	2,690 62
Ward & Co	72,000	7 11-16	1,751 67	3,783 33	77,535 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
J. W. Holmes & Co	$44,300	6	$1,106 90	$2,437 10	$47,844 00
Kearsarge National Bank, Warrentown	15,000	6	374 79	825 21	16,200 00
Union National Bank, Troy, N. Y	5,000	6	124 93	275 07	5,400 00
Wyoming National Bank	8,000	6	199 89	440 11	8,640 00
Jay Cooke & Co	10,000	7⅓	253 15	521 85	10,775 00
First National Bank, Washington, D. C	30,000	7⅓	759 45	1,528 05	32,287 50
Cox Brothers & Co	5,000	7⅓	129 04	258 46	5,387 50
National Bank of Commerce, Georgetown, D. C	5,000	7⅓	129 04	258 46	5,387 50
Cox Brothers & Co	10,000	7⅓	258 08	516 92	10,725 00
First National Bank, Washington, D. C	10,000	7⅓	258 08	516 92	10,775 00
George Gourley	31,500	7⅓	812 95	1,588 92	33,901 87
J. M. Bissell	50,000	7⅓	1,290 41	2,522 09	53,812 50
Jay Cooke & Co	18,500	7⅓	477 45	933 18	19,910 63
Do	10,000	7⅓	259 73	502 77	10,762 50
Freedmen's Savings and Trust Co	10,000	7⅓	266 30	521 20	10,787 50
First National Bank, Washington, D. C	10,000	7⅓	266 30	521 20	10,787 50
Cox Brothers & Co	10,000	7⅓	267 94	507 06	10,775 00
Do	10,000	7⅓	269 59	505 41	10,775 00
Sundry parties	25,000	7⅓	682 19	1,224 06	26,906 25
Do	25,000	7⅓	682 19	1,255 31	26,937 50
Cox Brothers & Co	10,000	7⅓	276 16	486 34	10,762 50
Do	10,000	7⅓	277 81	509 69	10,787 50
Do	10,000	8⅓	279 45	533 05	10,812 50
First National Bank, Washington, D. C	50,000	8	1,397 26	2,602 74	54,000 00
Charles Wheeler	10,000	7⅓	279 45	508 05	10,787 50
Theodore Kitchen	10,000	7⅓	279 45	508 05	10,785 50
Charles Barney	50,000	7⅓	1,397 26	2,540 24	53,937 50
M. K. Elmer	30,000	7⅓	838 36	1,524 14	32,365 50
Cox Brothers & Co	10,000	8⅓	281 10	531 40	10,812 50
Smith, Randolph & Co	50,000	8	1,405 48	2,594 52	54,000 00
E. W. Clark & Co	50,000	8⅓	1,405 48	2,657 02	54,062 50
C. E. Fuller & Co	100,000	7⅓	2,810 96	5,064 04	107,875 00
First National Bank, Washington, D. C	3,700	4⅓	[illegible]	166 50	3,866 50
James T. Brady & Co	10,000	4⅓	1 64	473 36	10,475 00
Cox Brothers & Co	10,000	4⅓	1 64	473 36	10,475 00
Exchange National Bank, Pittsburg, Penn	21,500	4⅓	3 58	1,017 67	22,521 25
Flour City National Bank, Rochester, N. Y	20,000	4⅓	3 29	946 71	20,950 00
Wyoming County National Bank	1,000	4⅓	16	47 34	1,047 50
Connecticut River National Bank, Charlestown, N. H	1,450	4⅓	31	68 56	1,518 87
E. Sturges	5,000	4⅓	1 64	223 36	5,225 00
J. Sankey, jr	8,000	4⅓	2 63	357 37	8,360 00
Hannah E. Hillard	38,350	4⅓	12 61	1,713 14	40,075 75
Edward Miller	3,400	4⅓	1 12	151 88	3,553 00
R. West	50,000	4⅓	16 44	2,233 56	52,250 00
Jay Cooke & Co	20,250	4⅓	6 66	904 59	21,161 25
C. C. Warner	10,000	4 11-16	3 29	465 46	10,468 75
William Jay Haskett	5,000	4⅓	1 64	235 86	5,237 50
First National Bank, Washington, D. C	10,000	4⅓	3 29	471 71	10,475 00
Cox Brothers & Co	10,000	4⅓	3 29	471 71	10,475 00
Do	10,000	4⅓	8 22	466 78	10,475 00
First National Bank, Washington, D. C	10,000	4⅓	8 22	466 78	19,475 00
Johnston Brothers & Co	25,000	4⅓	20 55	1,135 70	26,156 25
Jay Cooke & Co	20,000	4⅓	16 44	883 56	20,900 00
Hewitt & Ryerson	10,000	4⅓	8 22	454 28	10,462 50
Connecticut River National Bank, Charlestown, N. H	2,000	4⅓	1 64	90 86	2,092 50
Housatonic National Bank, Stockbridge	1,500	4⅓	1 23	68 14	1,569 37
A. L. Dunnell	7,500	4⅓	6 16	340 72	7,846 88
Foote & Walker	10,000	4⅓	9 86	452 64	10,462 50
National Mohawk River Bank	7,000	5⅓	6 90	316 85	7,323 75
Lucy H. Eddy	5,000	4⅓	6 57	230 93	5,237 50
Anna B. Enders	1,500	4⅓	1 97	69 28	1,571 25
John A. Bagley	1,000	4⅓	1 32	46 18	1,047 50
First National Bank, New York	50,000	4⅓	65 75	2,371 75	52,437 50
J. Shoemaker	50,000	4⅓	73 97	2,363 53	52,437 50
E. W. Clark	50,000	5	73 97	2,436 03	52,500 00
De Haven & Brother	25,000	5	36 99	1,213 01	26,250 00
Leicester National Bank, Leicester, Mass	15,500	5⅓	22 93	771 44	16,294 37
Kearsarge National Bank, Warrentown	10,000	5⅓	19 72	542 78	10,562 50
E. W. Clark & Co	50,000	5⅓	98 63	2,713 87	52,812 50
M. Kean	50,000	5⅓	98 63	2,713 87	52,812 50
S. Kauffman	25,000	5⅓	49 33	1,356 93	26,406 25
Sundry parties	50,000	5⅓	98 63	2,713 87	52,812 50
First National Bank, Washington, D. C	25,000	5⅓	49 32	1,388 18	26,437 50
Connecticut National Bank, Charlestown, N. H	4,000	5⅓	7 89	222 11	4,230 00
Greenwood Cemetery	30,000	5⅓	59 18	1,665 82	31,725 00
Cammann, Titus & Crary	10,000	5⅓	19 75	555 28	10,575 00
Connecticut River National Bank, Charlestown, N. H	2,000	5⅓	3 94	111 06	2,115 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
First National Bank, Cleveland, Ohio	$6,000	5½	$11 84	$333 16	$6,345 00
Union National Bank, Troy, N. Y	10,000	5½	19 72	555 28	10,575 00
Wyoming County National Bank, N. Y	3,050	5½	6 01	169 36	3,225 37
J. Warren & Son	24,000	5½	47 34	1,332 66	25,380 00
Thomas Maghee	2,000	5½	3 94	111 06	2,115 00
Elton Banking Co., Waterbury, Conn	20,000	5½	39 40	1,110 60	21,150 00
C. Allardice	250,000	5 13-16	534 20	13,997 05	264,531 25
Foote & Walker	175,000	5 13-16	373 98	9,797 89	185,171 87
Rodman, Fisk & Co	25,000	5½	53 42	1,415 33	26,468 75
Turner Brothers	50,000	5½	106 85	2,830 65	52,937 50
Jay Cooke & Co	25,000	5½	57 53	1,379 97	26,437 50
J. Campbell	35,000	5½	86 30	1,926 20	37,012 50
C. A. James	6,350	5½	15 65	349 47	6,715 12
J. T. Brady & Co	7,000	5½	18 41	392 84	7,411 25
State of New York National Bank, Kingston, N. Y	450	5½	1 18	25 56	476 44
T. P. Bucklin	25,000	5½	65 75	1,403 00	26,468 75
Morgan & Kean	125,000	5 27-32	328 75	6,975 93	132,304 68
Cox Brothers & Co	10,000	5½	26 30	561 20	10,587 50
H. C. Carter	25,000	5½	65 75	1,403 00	26,468 75
H. Clews & Co	25,000	5½	65 75	1,403 00	26,468 75
Lunt, Preston & Co	10,000	5½	26 30	561 20	10,587 50
D. Preston & Co	5,000	5½	13 15	280 60	5,293 75
E. Lambert	5,000	5½	13 15	280 60	5,293 75
Foote & Walker	50,000	5½	131 51	2,805 99	52,937 50
E. E. Chase	150,000	5½	394 50	8,418 00	158,812 50
H. J. Messenger	5,000	5½	13 15	280 60	5,293 75
E. Sweet & Co	100,000	5½	263 01	5,611 99	105,875 00
W. Painter	25,000	5½	65 75	1,371 75	26,437 50
C. B. Kean	25,000	5½	65 75	1,371 75	26,437 50
H. Connelly	25,000	5½	65 75	1,371 75	26,437 50
H. Fitzgerald	65,000	5½	170 96	3,566 54	68,737 50
DeHaven & Brother	10,000	5½	26 30	651 20	10,587 50
Jay Cooke & Co	25,000	5½	65 75	1,403 00	26,468 75
J. T. Brady & Co	20,000	5½	55 89	1,119 11	21,175 00
Johnston Brothers & Co	10,000	5½	27 95	559 55	10,587 50
C. J. Hatch & Co	5,000	5½	13 97	279 78	5,293 75
DeHaven & Brother	30,000	5½	83 84	1,678 66	31,762 50
H. J. Messenger	7,000	5½	19 56	391 69	7,411 25
Rodman, Fisk & Co	5,000	5½	13 97	279 78	5,293 75
First National Bank, Salem, Ohio	10,000	5½	27 95	559 55	10,587 50
Dunbolten & Wirt	3,000	5½	8 38	167 87	3,176 25
C. W. Otto	25,000	5½	69 86	1,398 89	26,468 75
C. B. North	25,000	5½	69 86	1,398 89	26,468 75
H. S. Olcott	10,000	5½	27 95	559 55	10,587 50
C. A. James	1,000	5½	2 80	55 95	1,058 75
Tradesmens' National B'k, Pittsburg, Pa	6,000	6	18 74	341 26	6,360 00
Maxwell & Graves	5,000	6	15 62	284 38	5,300 00
J. T. Brady & Co	29,000	6	90 58	1,649 42	30,740 00
C. A. James	60,000	6	187 40	3,412 60	63,600 00
Ocean National Bank, New York	5,000	6	15 62	284 38	5,300 00
Monroe & Dougherty	10,000	6	31 23	568 77	10,600 00
C. Allardice	20,000	6	62 47	1,137 53	21,200 00
Gilman, Son & Co	5,000	6	15 62	284 38	5,300 00
H. Clews & Co	20,000	6	62 47	1,137 53	21,200 00
National Currency Bank, New York	10,000	6	31 23	568 77	10,600 00
Morgan & Kean	10,000	6	31 23	568 77	10,600 00
Semmons & Ewen	10,000	6	31 23	568 77	10,600 00
Tower, Giddings & Torrey	60,000	6	187 40	3,412 60	63,600 00
C. E. Fuller & Co	25,000	6	78 08	1,421 92	26,500 00
Morrison & Putnam	10,000	6	31 23	568 77	10,600 00
J. V. Painter	10,000	6	31 23	568 77	10,600 00
National New Haven Bank, Connecticut	10,000	6	31 23	568 77	10,600 00
W. & J. O'Brien	5,000	6	15 62	284 38	5,300 00
Sundry parties	100,000	6	312 33	5,687 67	106,000 00
Smith, Randolph & Co	50,000	5½	156 16	2,781 34	52,937 50
James Paul	75,000	5½	234 25	4,172 00	79,406 25
J. T. Brady & Co	3,000	6	9 37	170 63	3,180 00
Ira B. McVay & Co	1,600	6	5 00	91 00	1,696 00
Jay Cook & Co	10,000	5½	31 23	556 27	10,587 50
Cox Brothers & Co	10,000	6½	32 88	579 62	10,612 50
Foote & Walker	50,000	6½	164 38	2,898 12	53,062 50
Ackerman & Wendt	50,000	6½	164 38	2,898 12	53,062 50
J. F. Sanxey	10,000	6½	32 88	579 62	10,612 50
Ocean National Bank, New York	5,000	6½	16 44	289 81	5,306 25
Mechanics' National Bank, Peoria, Ill	5,000	6½	16 44	289 81	5,306 25
Franklin National Bank	5,000	6½	16 44	289 81	5,306 25
Richland National Bank	25,000	6½	82 19	1,449 06	26,531 25
J. Curphey	25,000	6½	82 19	1,449 06	26,531 25
J. K. Hayes	100,000	6½	328 77	5,796 23	106,125 00
C. P. Bailey	50,000	6½	164 38	2,898 12	53,062 50

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Statement of sales of 5 20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
Foote & Walker	$100,000	6¼	$328 78	$5,796 22	$106,125 00
Robinson & Ogden	50,000	6¼	164 38	2,960 62	53,125 00
C. E. Fuller	25,000	6¼	82 19	1,511 56	26,593 75
Winslow, Lanier & Co	50,000	6¼	164 38	3,023 12	53,187 50
Foote & Walker	50,000	6¼	164 38	3,210 62	53,375 00
Morgan & Kean	35,000	6¼	115 07	2,247 43	37,362 50
Ira B. McVay & Co	15,000	6¼	49 32	963 18	16,012 50
D. Kingsland	30,000	6¼	103 56	1,921 44	32,025 00
Ira B. McVay & Co	8,000	6¼	28 93	511 07	8,540 00
C. T. Yerkes, jr., & Co	50,000	6¼	180 82	3,131 68	53,312 50
Central National Bank, New York	40,500	7	170 14	2,664 86	43,335 00
Jay Cooke & Co	50,000	7⅛	197 26	3,615 24	53,812 50
W. Rhoades	8,500	7⅛	23 53	625 22	9,158 75
J. T. Brady & Co	16,000	8¼	68 38	1,231 62	17,300 00
Mrs. S. E. Willard	500	8¼	2 14	38 48	540 62
First National Bank, Freeport, Ill	20,000	7⅛	95 34	1,454 66	21,550 00
C. A. James	25,000	7⅛	123 29	1,782 96	26,906 25
Lounsberry & Fanshawe	50,000	7⅛	246 58	3,628 42	53,875 00
Central National Bank, New York	20,100	7⅛	102 43	1,480 45	21,682 88
First National Bank, Washington, D. C	17,500	8¼	89 18	1,332 69	18,921 87
Jay Cooke & Co	10,000	7⅛	50 96	724 04	10,775 00
National Broadway Bank, New York	100,000	8¼	542 47	7,582 53	108,125 00
L. T. Foster, cashier	35,000	7⅛	201 37	2,511 13	37,712 50
M. Elmer	50,000	7⅛	287 67	3,587 33	53,875 00
Jay Cooke & Co	15,000	7⅛	86 30	1,076 20	16,162 50
First National Bank, Washington, D. C	10,000	9¼	60 82	714 18	10,775 00
George Washington Bank, Corning, N. Y	1,000	8¼	5 43	77 07	1,082 50
First National Bank, Syracuse, N. Y	7,400	8¼	40 14	561 11	8,001 25
Girard Life Insurance Company	25,000	8	164 38	1,835 62	27,000 00
G. L. Harrison, treasurer	16,000	8	105 21	1,174 79	17,280 00
J. Moore	25,000	8	164 38	1,835 62	27,000 00
Jay Cooke & Co	34,000	8	223 56	2,496 44	36,720 00
Do	50,000	7⅛	345 21	3,452 29	53,937 50
National New Haven Bank, Connecticut	30,000	8	207 12	2,192 88	32,400 00
Tower, Giddings & Torrey	20,000	8	138 08	1,461 92	21,600 00
First National Bank, Washington, D. C	4,000	8	28 27	291 73	4,320 00
North American Life Insurance Company	70,000	7⅛	506 30	5,006 20	75,512 50
D. Buck	15,000	7⅛	108 49	1,054 01	16,162 50
E. P. Burns	15,000	7⅛	108 49	1,054 01	16,162 50
C. Wheeler	5,000	7⅛	36 16	351 34	5,387 50
J. Orr	45,000	7⅛	325 48	3,162 02	48,487 50
First National Bank, Washington, D. C	10,000	8	70 68	729 32	10,800 00
Hewson, White & Co	10,000	8	73 97	726 03	10,800 00
City National Bank, Worcester, Mass	2,000	8	14 80	145 20	2,160 00
First National Bank, Harrisonburg	4,000	8	29 60	290 40	4,320 00
Second National Bank, Dayton, Ohio	12,000	8	88 77	871 23	12,960 00
Evans & Co	2,000	8	14 80	145 20	2,160 00
First National Bank, Columbus, Ohio	2,000	8	14 80	145 20	2,160 00
Collins & Co	2,000	8	15 80	145 20	2,160 00
First National Bank, Dubuque, Iowa	8,000	8	59 18	580 82	8,640 00
C. A. James	3,000	8	22 19	217 81	3,240 00
Ocean National Bank, New York	5,000	8	36 99	363 01	5,400 00
O. Templeton	8,500	7⅛	58 69	610 68	9,169 37
Hewitt & Ryerson	7,500	8	51 78	548 22	8,100 00
Z. Rudd	3,100	8	22 42	225 58	3,348 00
Camajoharie National Bank	3,000	8	21 70	218 30	3,240 00
H. R. Worthington	50,000	8¼	369 81	3,692 64	54,062 50
J. Orr	50,000	7⅛	369 86	3,567 64	53,937 50
H. Fitzgerald	25,000	8¼	193 15	1,838 10	27,031 25
F. Warnaling	25,000	8¼	193 15	1,838 10	27,031 25
Mrs. E. M. Beatty	4,200	8¼	33 14	313 36	4,546 50
Foote & Walker	50,000	8¼	419 18	3,705 82	54,125 00
Jay Cooke & Co	33,000	7⅛	244 11	2,354 64	35,598 75
Franklin County National Bank, Pittsfield, Mass	3,500	8¼	29 17	259 58	3,788 75
J. T. Brady & Co	1,300	8¼	10 83	96 42	1,407 25
First National Bank, Washington, D. C	10,000	7⅛	95 00	642 50	10,737 50
Jay Cooke & Co	20,000	7	207 12	1,192 88	21,400 00
A. T. Boss & Co	30,000	7	310 68	1,789 32	32,100 00
C. T. Yerkes, jr., & Co	50,000	7⅛	517 81	3,044 69	53,562 50
First National Bank, Washington, D. C	10,000	7⅛	105 21	619 79	10,725 00
Jay Cooke & Co	5,000	7	53 42	296 58	5,350 00
Mechanics' Savings Bank, Rochester, N. Y	25,000	7⅛	263 01	1,518 24	26,781 25
Soulier & Co	20,000	7⅛	210 41	1,214 59	21,425 00
S. Kaufman, cashier	25,000	6¼	267 12	1,451 63	26,718 75
Smith, Randolph & Co	25,000	6¼	267 12	1,451 63	26,718 75
McConville & Co	10,000	7	106 85	593 15	10,700 00
Do	40,000	7 1-16	427 40	2,397 60	42,825 00
Dayton National Bank, Ohio	6,000	7	64 11	355 89	6,420 00
Second National Bank, Akron, Ohio	16,000	7	170 96	949 04	17,120 00
Evans & Co	4,000	7	42 74	237 26	4,280 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1855—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
Nicholson & Co., Baltimore, Md	$2,000	7	$21 37	$118 63	$2,140 00
National Mohawk Bank, Schenectady, N.Y	2,000	7	21 37	118 63	2,140 00
S. C. Hay	15,000	7 1-16	160 27	899 10	16,059 37
G. S. Boudoir	5,000	7½	53 43	302 82	5,356 25
DeHaven & Brother	5,000	7½	53 43	302 82	5,356 25
Smith, Randolph & Co	50,000	6½	542 47	2,895 03	53,437 50
James Paul	50,000	6½	542 47	2,895 03	53,437 50
Jay Cooke & Co	59,000	7	640 11	3,489 89	63,130 00
Fisk & Hatch	50,000	6½	558 90	2,878 60	53,437 50
First National Bank, Washington, D. C	20,000	6½	223 56	1,151 44	21,375 00
Fisk & Hatch	100,000	6½	1,150 68	5,349 32	106,500 00
Ole Bull	2,700	7	31 07	157 93	2,889 00
Greenwood Cemetery	5,000	6½	58 36	272 89	5,331 25
M. Elmer	100,000	7½	1,200 00	5,925 00	107,125 00
A. Miller	50,000	7½	600 00	3,025 00	53,625 00
Smith, Randolph & Co	50,000	7½	600 00	3,087 50	53,687 50
Jay Cooke & Co	750,000	6½	9,246 60	42,315 90	801,562 50
First National Bank, Washington, D. C	25,000	7½	312 33	1,466 92	26,781 25
Do	20,000	7½	249 86	1,175 14	21,425 00
Foote & Walker	5,000	7	63 29	286 71	5,350 00
Adams, Kimball & Moore	25,000	7	316 44	1,433 56	26,750 00
B. F. Munroe	20,000	7	253 15	1,146 85	21,400 00
James A. James	100,000	7	1,265 75	5,734 25	107,000 00
E. E. Chase	50,000	7	632 88	2,867 12	53,500 00
Jay Cooke & Co	20,000	7	256 44	1,143 56	21,400 00
Clark, Dodge & Co	100,000	7	1,265 75	5,734 25	107,000 00
Humbert Brothers	100,000	6½	1,282 19	5,592 81	106,875 00
Tower, Gliddings & Torrey	50,000	6 15-16	641 10	2,827 65	53,468 75
E. E. Chase	100,000	7½	1,282 19	5,842 81	107,125 00
Jay Cooke & Co	50,000	6½	682 19	2,505 31	53,187 50
J. V. Painter	10,000	6½	139 73	535 27	10,675 00
L. Townsend	100,000	6½	1,397 26	5,352 74	106,750 00
J. Wilbur	25,000	6½	349 32	1,338 18	26,687 50
White, Morris & Co	5,000	6½	69 86	267 64	5,337 50
Hewson, White & Co	5,000	6½	69 86	267 64	5,337 50
Rodman, Fisk & Co	5,000	6½	69 86	267 64	5,337 50
Christmas, Cushman & Hall	60,000	6½	838 36	3,211 64	64,050 00
First National Bank, Dubuque, Iowa	20,000	6½	279 45	1,070 55	21,350 00
Wood & Reicke	75,000	6½	1,047 95	4,014 55	80,062 50
Baker & Kitchen	10,000	6½	139 73	535 27	10,675 00
First National Bank, Aurora, Ill	5,000	6½	69 86	267 64	5,337 50
Fourth National Bank, New York	20,000	6 13-16	279 45	1,083 05	21,362 50
Foote & Walker	50,000	6 13-16	698 63	2,707 62	53,406 25
E. A. Remington	50,000	6½	693 63	2,738 87	53,437 50
Foote & Walker	10,000	7	139 73	560 27	10,700 00
C. Allardice	100,000	7	1,397 26	5,602 74	107,000 00
L. R. Tuttle	4,650	6½	65 73	253 95	4,969 68
First National Bank, Washington, D. C	5,350	6½	75 63	292 19	5,717 82
Freedmen's Savings and Trust Company	5,000	7	70 69	279 31	5,350 00
Jay Cooke & Co	10,000	7	143 01	556 99	10,700 00
First National Bank, Providence, R. I	25,000	7	353 42	1,396 58	25,750 00
Central National Bank, New York	350	7½	4 95	19 99	374 94
Marx & Co	30,000	7½	429 04	1,670 96	32,100 00
Munroe & Co	10,000	7½	143 01	569 49	10,712 50
Foote & Walker	70,000	7½	1,001 10	3,986 40	74,987 50
Jay Cooke & Co	50,000	7½	715 07	2,847 43	53,562 50
C. A. Mallory	7,000	7½	100 11	398 64	7,498 75
C. Allardice	100,000	7 3-16	1,430 14	5,757 36	107,187 50
Do	50,000	7½	715 07	2,909 93	53,625 00
Third National Bank, New York	5,000	7½	71 51	290 99	5,362 50
Munroe & Co	5,000	7½	71 51	290 99	5,362 50
Kuhn, Loeb & Co	10,000	7½	143 01	581 99	10,725 00
R. H. Fisk	10,000	7½	143 01	581 99	10,725 00
Fourth National Bank, New York	25,000	7½	357 53	1,454 97	26,812 50
J. A. Kilburn	7,000	7½	100 11	416 14	7,516 25
Fourth National Bank, New York	3,000	7½	42 90	179 35	3,221 25
Maxwell & Graves	3,000	7½	42 90	179 35	3,221 25
Columbia County Bank, Portage City, Wis.	5,000	7½	71 51	297 24	5,368 75
First National Bank, Franklin, Pa	8,000	7½	114 41	475 59	8,590 00
Wallkill National B'k, Poughkeepsie, N.Y.	2,000	7½	28 60	118 90	2,147 50
Lunt, Preston & Kean	30,000	7½	429 04	1,783 46	32,212 50
E. J. Hanks	15,000	7½	214 52	891 73	16,106 25
Charles Donohue	55,000	7½	786 58	3,267 67	59,056 25
Jay Cooke & Co	30,000	7	443 84	1,656 16	32,100 00
E. Sweet & Co	25,000	7	369 86	1,380 14	26,750 00
Foote & Walker	5,000	7	73 97	276 03	5,350 00
Vermilye & Co	20,000	7	295 89	1,104 11	21,400 00
J. H. Holt	50,000	6½	739 73	2,697 52	53,437 50
Ole Bull	3,750	7½	55 48	216 90	4,021 88
First National Bank, Washington, D. C	25,000	6½	373 97	1,344 78	26,718 75
C. B. Durbrow	50,000	6½	756 16	2,618 84	53,375 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
E. Sweet & Co	$50,000	7	$756 16	$2,743 84	$53,500 00
R. M. Cornell	50,000	7	756 16	2,743 84	53,500 00
Jay Cooke & Co	10,000	6¼	152 88	534 62	10,687 50
C. B. Durbrow	50,000	7¼	772 60	2,789 90	53,562 50
E. W. Clark & Co	20,000	7¼	309 02	1,140 96	21,450 00
Jay Cooke & Co	30,000	7¼	463 56	1,711 44	32,175 00
Ludlow Thomas	100,000	7¼	1,545 21	5,974 79	107,500 00
Fourth National Bank, New York	25,000	7¼	386 20	1,488 70	26,875 00
Tower, Giddings & Torrey	50,000	7¼	772 60	2,977 40	53,750 00
G. W. Dougherty	20,000	7¼	309 04	1,215 97	21,525 00
Rodman, Fisk & Co	40,000	7¼	618 08	2,431 92	43,050 00
W. Painter & Co	5,000	7¼	77 26	303 99	5,381 25
Robinson & Ogden	10,000	7¼	154 52	607 98	10,762 50
Rodman, Fisk & Co	25,000	7¼	382 19	1,430 31	26,812 50
A. H. Brown & Co	6,000	7¼	91 73	343 27	6,435 00
E. J. Hanks	7,000	7¼	107 01	400 49	7,507 50
Foote & Walker	15,000	7¼	229 52	876 93	16,106 25
H. J. Hapgood	15,000	7 7-16	229 32	886 31	16,115 63
Highland County National Bank	12,000	7¼	183 45	701 55	12,885 00
Mohawk National Bank	5,000	7¼	76 44	292 31	5,368 75
Foote & Walker	15,000	7¼	229 32	895 68	16,125 00
Exchange National B'k, Milwaukee, Wis	51,000	7¼	804 82	3,147 68	54,952 50
DeHaven & Brother	10,000	7¼	157 81	604 69	10,762 50
Rodman, Fisk & Co	20,000	7¼	315 62	1,209 38	21,525 00
E. E. Chase	25,000	7¼	394 52	1,511 73	26,906 25
Spencer, Vila & Co	10,000	7¼	157 81	604 69	10,762 50
First National Bank, New York	185,000	7¼	2,869 40	11,236 85	199,106 25
Wailey & Bates	5,000	7¼	79 73	314 02	5,393 75
First National Bank, Lancaster	50,000	7¼	797 26	3,077 74	53,875 00
W. H. Lloyd	50,000	7¼	797 26	3,077 74	53,875 00
Jay. Cook & Co	100,000	7¼	1,660 27	5,714 73	107,375 00
E. Sweet & Co	50,000	7¼	830 14	3,107 36	53,937 50
DeHaven & Brother	100,000	7¼	1,709 59	6,040 41	107,750 00
Smith, Randolph & Co	50,000	7¼	854 79	3,020 21	53,875 00
Central National Bank, Philadelphia	100,000	7¼	1,709 59	6,165 41	107,875 00
Smith, Randolph & Co	50,000	7¼	879 45	2,995 55	53,875 00
J. H. Trotter	10,000	7¼	175 89	599 11	10,775 00
L. Dannenbaum	10,000	7¼	175 89	599 11	10,775 00
Jay Cooke & Co	30,000	7¼	527 67	1,797 33	32,325 00
Do	5,000	7¼	87 13	294 12	5,381 25
M. Elmer	100,000	7¼	1,742 47	5,882 53	107,625 00
DeHaven & Brother	20,000	7¼	348 49	1,176 51	21,525 00
J. H. Trotter	20,000	7¼	348 49	1,176 51	21,525 00
First National Bank, Mauch Chunk	15,000	7¼	261 37	882 38	16,143 75
James Paul	45,000	7¼	784 11	2,647 14	48,431 25
B. F. Munroe	25,000	8	443 84	1,556 16	27,000 00
H. J. Messenger	5,000	8	88 77	311 23	5,400 00
Fisk & Hatch	150,000	8	2,663 00	9,337 00	162,000 00
Clark, Dodge & Co	10,000	8	177 53	622 47	10,800 00
Kuhn, Loeb & Co	10,000	8	177 53	622 47	10,800 00
Turner Brothers	50,000	8	887 67	3,112 33	54,000 00
W. E. Seely	10,000	8¼	177 53	634 97	10,812 50
Rodman, Fisk & Co	25,000	8	443 84	1,556 16	27,000 00
J. McConnell	10,000	8	177 53	622 47	10,800 00
Baker & Kitchen	10,000	8	177 53	622 47	10,800 00
Morrison & Putnam	6,000	8	106 52	373 48	6,480 00
Lunt, Preston & Kean	5,000	8	88 77	311 23	5,400 00
L. Jeffrey	15,000	8	266 30	933 70	16,200 00
St. Clair Savings Institution	5,000	8	88 76	311 24	5,400 00
Fisher, Booth & Co	5,000	8	88 77	311 23	5,400 00
Stone & Downer	25,000	8	443 84	1,556 16	27,000 00
Fisk & Hatch	100,000	8	1,808 22	6,191 78	108,000 00
Farmers' Bank, Attica, New York	12,000	8	216 99	743 01	12,960 00
D. A. Eaton	3,000	8	54 25	185 75	3,240 00
Foote & Walker	29,000	8¼	524 38	1,831 87	31,356 25
Central National Bank, Omaha, Nebraska	35,000	8¼	632 88	2,210 87	37,843 75
Lancaster County National Bank	60,000	8¼	1,084 93	3,865 07	64,950 00
A. R. Noble	15,000	8¼	271 23	966 27	16,237 50
L. Jeffrey	15,000	8¼	271 23	966 27	16,237 50
J. R. Dunn	10,000	8¼	180 82	644 18	10,825 00
Smith, Randolph & Co	100,000	8¼	1,808 22	6,566 78	108,375 00
Jay Cooke & Co	50,000	8¼	912 33	3,337 67	54,250 00
Joseph & Co	5,000	8¼	92 05	332 95	5,425 00
C. H. Townsend	12,000	8¼	220 93	799 07	13,020 00
R. H. Cornell	5,000	8¼	92 05	332 95	5,425 00
Ocean National Bank, New York	80,000	8¼	1,472 88	5,327 12	86,800 00
Foote & Walker	50,000	8¼	920 55	3,329 45	54,250 00
Farmers' National B'k, Amsterdam, N. Y.	6,000	8¼	110 47	399 53	6,510 00
Chemung Canal Co	4,000	8¼	73 64	266 36	4,340 00
Washington County National Bank	5,000	8¼	92 05	332 95	5,425 00
Rodman, Fisk & Co	50,000	8¼	920 55	3,391 95	54,312 50
C. Allardice	25,000	8¼	460 27	1,695 98	27,156 25

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
First National Bank, Aurora, Indiana	$8,000	8½	$147 28	$532 72	$8,680 00
James Paul	50,000	8½	945 21	3,492 29	54,437 50
J. F. Bates	50,000	8 15-16	945 21	3,523 54	54,468 75
Wyoming County National Bank	14,000	9½	269 26	1,008 24	15,277 50
Washington County National Bank	7,000	9½	134 63	504 12	7,638 75
Marine National Bank, Erie, Pa	7,000	9½	134 63	504 12	7,638 75
First National Bank, Corry, Pa	3,500	9½	67 32	252 05	3,819 37
Goodrich, Rumsey & Co	2,500	9½	48 08	180 05	2,728 13
Second National Bank, Franklin, Pa	4,000	9½	76 93	288 07	4,365 00
A. B. Judd	4,000	9½	76 93	288 07	4,365 00
Knox County National Bank	4,000	9½	76 93	288 07	4,365 00
Agawam National B'k, Springfield, Mass	3,000	9½	57 70	216 05	3,273 75
First National Bank, Aurora, Indiana	1,000	9½	19 23	72 02	1,091 25
Vermilye & Co	100,000	9½	1,923 29	7,201 71	109,125 00
First National Bank, Providence, R. I	50,000	9	961 64	3,538 36	54,500 00
B. Murray, jr	28,800	9½	553 91	2,074 09	31,428 00
Marine National Bank, Erie, Pa	2,000	9½	38 47	144 03	2,182 50
Jay Cooke & Co	50,000	9	978 08	3,521 92	54,500 00
Baker & Kitchen	5,000	9½	97 81	364 69	5,462 50
Rodman, Fisk & Co	50,000	9½	978 08	3,646 92	54,625 00
R. M. Cornell	25,000	9½	489 04	1,823 46	27,312 50
Foote & Walker	20,000	9½	391 23	1,458 77	21,850 00
Maxwell & Graves	10,000	9½	195 62	729 38	10,925 00
Genesee Valley National Bank	10,000	9½	195 62	729 38	10,925 00
First National Bank, Milwaukee, Wis	20,000	9½	391 23	1,458 77	21,850 00
Lunt, Preston & Kean	15,000	9½	293 42	1,094 08	16,387 50
First National Bank, Joliet	10,000	9½	195 62	729 38	10,925 00
Washington County National Bank	7,000	9½	136 93	510 57	7,647 50
Susquehanna Valley Bank	3,000	9½	58 69	218 81	3,277 50
F. Heyer	10,000	9½	195 62	729 38	10,925 00
G. S. Bowdoin	15,000	9½	293 42	1,094 08	16,387 50
E. Sweet & Co	50,000	9½	978 08	3,584 42	54,562 50
Davidson & Jones	250,000	9½	4,890 40	17,922 10	272,812 50
Jay Cooke & Co	5,000	9½	97 81	358 44	5,456 25
Hatch, Foote & Co	50,000	9½	994 52	3,637 48	54,625 00
Frank & Gans	50,000	9½	994 52	3,630 48	54,625 00
Fisk & Hatch	100,000	9½	1,989 04	7,260 96	109,250 00
Rodman, Fisk & Co	25,000	9½	497 26	1,815 24	27,312 50
Foote & Walker	25,000	9½	497 26	1,815 24	27,312 50
Susquehanna Valley Bank	500	9½	9 78	36 47	546 25
Genesee Valley National Bank	3,600	9½	70 42	262 58	3,933 00
E. Mermeentt	1,000	9½	19 73	74 02	1,093 75
Sarah Brower	2,300	9½	45 37	170 25	2,515 62
Sylvester Brower	300	9½	5 92	22 21	328 13
Smith & Kellogg	500	9½	9 86	37 01	546 87
E. Sweet & Co	50,000	9½	1,019 18	3,605 82	54,625 00
W. S. Hale & Co	20,000	9½	407 67	1,467 33	21,875 00
Fourth National Bank, New York	5,000	9½	101 92	366 83	5,468 75
First National Bank, Washington, D. C	15,000	9½	305 75	1,081 75	16,387 50
Vermilye & Co	50,000	9½	1,027 40	3,597 60	54,625 00
Budge, Schiff & Co	100,000	9½	2,054 79	7,195 21	109,250 00
Jay Cooke & Co	50,000	9½	1,027 40	3,535 10	54,562 50
Fisk & Hatch	50,000	9½	1,043 84	3,643 66	54,687 50
Budge, Schiff & Co	100,000	9½	2,087 67	7,287 33	109,375 00
Foote & Walker	50,000	9½	1,043 84	3,643 66	54,687 50
Jay Cooke & Co	10,000	9½	210 41	752 09	10,962 50
Lees & Waller	10,000	9½	215 34	759 66	10,975 00
Taunton National Bank, Mass	179,000	9½	3,854 61	13,150 39	196,005 00
Jay Cooke & Co	15,000	9½	323 01	1,120 74	16,443 75
Stead, Stone & Co	25,000	9½	546 58	1,890 92	27,437 50
Smith, Merwin & Co	25,000	9½	546 58	1,890 92	27,437 50
Mrs. Maria L. Gambrill	7,000	9½	146 18	510 07	7,656 25
Canajoharie National Bank	10,000	9½	208 77	728 73	10,937 50
Elton Banking Co., Waterbury, Coun	11,000	9½	240 49	832 01	12,072 50
Thomas H. Maghee	1,000	9½	22 19	75 31	1,097 50
Foote & Walker	50,000	10	1,150 68	3,849 32	55,000 00
George Allen	25,000	10½	583 56	2,041 44	27,625 00
First National Bank, Kenosha, Wis	50,000	10½	1,191 78	4,058 22	55,250 00
Treasurer Soldiers' Home	100,000	7½	2,613 70	4,886 30	107,500 00
O. H. Browning, trustee	60,850	3½	.....	2,129 75	62,979 75
B. F. Butler, president and treasurer	161,500	9½	3,398 14	11,540 61	176,438 75
First National Bank, Washington, D. C	250,000	11½	7,479 50	20,645 50	278,125 00
Do	75,000	8½	.....	6,656 25	81,656 25
Do	200,000	7½	1,900 00	13,850 00	215,750 00
Citizens' National Bank, Urbana, Ohio	42,000	7½	434 96	2,872 54	45,307 50
J. T. Brady & Co	13,000	8½	147 45	990 05	14,137 50
First National Bank, Washington, D. C	250,000	8½	2,876 70	17,435 80	270,312 00
Marx & Co	250,000	8½	2,917 80	18,332 20	271,250 00
First National Bank, Washington, D. C	25,000	8½	369 86	1,755 14	27,125 00
Do	100,000	7½	1,528 77	6,221 23	107,750 00
Do	250,000	7½	3,821 90	15,553 10	269,375 00
Do	500,000	8½	8,137 00	34,988 00	543,125 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
First National Bank, Washington, D. C..	$500,000	8½	$8,301 40	$34,823 60	$543,125 00
Do	500,000	8½	8,465 80	35,909 20	544,375 00
Do	500,000	9½	8,630 10	38,244 90	546,875 00
Do	500,000	10½	8,794 50	41,830 50	550,625 00
Jay Cooke & Co	500,000	10	9,780 80	40,219 20	550,000 00
Do	500,000	10½	9,863 00	40,762 00	550,625 00
First National Bank, Washington, D. C ..	20,000	9½	384 66	1,565 34	21,950 00
Do	20,000	9½	456 99	1,493 01	21,950 00
Do	480,000	9½	11,046 60	36,353 40	527,400 00
Total	64,815,050	.....	1,072,402 54	4,110,247 49	69,997,700 03

Statement of purchase of 7-30 *notes.*

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
F. E. Spinner	$16,000	5½	$2,139 20	$940 00	$19,079 20
Jay Cooke & Co	500,000	5½	.....	26,875 00	526,875 00
Do	200,000	5 5-16	22,120 00	10,625 00	232,745 00
Do	300,000	5 5-16	7,680 00	15,937 50	323,617 50
Vermilye & Co	135,000	5 5-16	4,293 00	7,171 88	146,464 88
Do	165,000	5 5-16	4,257 00	8,765 62	178,022 62
Jay Cooke & Co	250,000	5½	8,000 00	13,125 00	271,125 00
Vermilye & Co	200,000	5½	6,400 00	10,500 00	216,900 00
Do	100,000	5½	2,600 00	5,250 00	107,850 00
Do	50,000	5½	1,610 00	2,625 00	54,235 00
Do	150,000	5½	3,930 00	7,875 00	161,805 00
Jay Cooke & Co	200,000	5½	6,560 00	10,500 00	217,060 00
Do	300,000	5½	8,040 00	15,750 00	323,790 00
Fisk & Hatch	150,000	5½	4,920 00	7,875 00	162,795 00
Do	100,000	5½	2,680 00	5,250 00	107,930 00
Do	141,000	5½	4,653 00	7,462 50	153,055 50
Do	109,000	5½	2,943 00	5,722 50	117,665 50
Jay Cooke & Co	500,000	5½	16,800 00	27,500 00	544,300 00
Vermilye & Co	250,000	5½	8,400 00	13,125 00	271,525 00
Do	250,000	5½	8,400 00	13,750 00	272,150 00
Fisk & Hatch	75,000	5½	2,520 00	4,125 00	81,645 00
Do	25,000	5½	690 00	1,375 00	27,065 00
Vermilye & Co	500,000	5½	13,800 00	27,500 00	541,300 00
Jay Cooke & Co	500,000	5½	17,000 00	27,500 00	544,500 00
Do	500,000	5½	14,000 00	27,500 00	541,500 00
Do	500,000	5½	17,100 00	27,500 00	544,600 00
Vermilye & Co	500,000	5½	17,100 00	27,500 00	544,900 00
Do	250,000	5½	7,050 00	13,750 00	270,800 00
Do	100,000	5½	3,440 00	5,500 00	108,940 00
Do	150,000	5½	4,260 00	8,250 00	162,510 00
Do	179,000	5½	6,157 60	9,845 00	195,002 60
Do	71,000	5½	2,016 40	3,905 00	76,921 40
Jay Cooke & Co	168,000	4½	5,846 40	8,190 00	182,036 40
Do	82,000	4½	2,361 60	3,997 50	88,359 10
Fisk & Hatch	70,000	4½	2,436 00	3,325 00	75,761 00
Do	30,000	4½	864 00	1,425 00	32,289 00
Vermilye & Co	187,000	4½	6,545 00	9,116 25	202,661 25
Do	63,000	4½	1,827 00	3,071 25	67,898 25
Jay Cooke & Co	130,000	4½	4,602 00	6,337 50	140,939 50
Do	120,000	4½	3,528 00	5,850 00	129,378 00
Vermilye & Co	205,000	4½	7,257 00	9,737 50	221,994 50
Do	95,000	4½	2,793 00	4,512 50	102,305 50
Do	177,000	4½	6,407 40	8,628 75	192,036 15
Do	73,000	4½	2,204 60	3,558 75	78,763 35
Jay Cooke & Co	250,000	4½	9,100 00	12,187 50	271,287 50
Fisk & Hatch	120,000	4½	24 00	5,700 00	125,724 00
Do	80,000	4½	2,464 00	3,800 00	86,264 00
Jay Cooke & Co	250,000	4½	7,750 00	12,187 50	269,937 50
Vermilye & Co	85,000	4½	34 00	4,037 50	89,071 50
Do	65,000	4½	2,015 00	3,087 50	70,102 50
Do	87,000	4½	52 20	4,132 50	91,184 70
Do	13,000	4½	405 60	617 50	14,023 10
Jay Cooke & Co	300,000	4½	240 00	14,250 00	314,490 00
Do	100,000	4½	3,140 00	4,750 00	107,890 00
Vermilye & Co	81,000	4½	64 80	3,847 50	84,912 30
Do	19,000	4½	598 60	902 50	20,499 10
Jay Cooke & Co	200,000	4½	440 00	9,500 00	209,940 00
Vermilye & Co	44,000	4½	176 00	2,090 00	46,266 00
Do	56,000	4½	1,937 60	2,660 00	60,597 60
Do	61,000	4½	244 00	2,897 50	64,141 50
Do	89,000	4½	3,079 40	4,227 50	96,306 90

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Statement of sales of 5-20 *bonds, act of March* 3, 1865—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
First National Bank, Aurora, Indiana....	$8,000	8½	$147 28	$532 72	$8,680 00
James Paul.....	50,000	8½	945 21	3,492 29	54,437 50
J. F. Bates	50,000	8 15-16	945 21	3,523 54	54,468 75
Wyoming County National Bank.....	14,000	9½	269 26	1,008 24	15,277 50
Washington County National Bank.....	7,000	9½	134 63	504 12	7,638 75
Marine National Bank, Erie, Pa.....	7,000	9½	134 63	504 12	7,638 75
First National Bank, Corry, Pa.....	3,500	9½	67 32	252 05	3,819 37
Goodrich, Rumsey & Co	2,500	9½	48 08	180 05	2,728 13
Second National Bank, Franklin, Pa	4,000	9½	76 93	288 07	4,365 00
A. B. Judd	4,000	9½	76 93	288 07	4,365 00
Knox County National Bank.....	4,000	9½	76 93	288 07	4,365 00
Agawam National B'k, Springfield, Mass.	3,000	9½	57 70	216 05	3,273 75
First National Bank, Aurora, Indiana....	1,000	9½	19 23	72 02	1,091 25
Vermilye & Co	100,000	9½	1,923 29	7,201 71	109,125 00
First National Bank, Providence, R. I....	50,000	9	961 64	3,538 36	54,500 00
B. Murray, jr	28,800	9½	553 91	2,074 09	31,428 00
Marine National Bank, Erie, Pa.....	2,000	9½	38 47	144 03	2,182 50
Jay Cooke & Co.....	50,000	9	978 08	3,521 92	54,500 00
Baker & Kitchen	5,000	9½	97 81	364 69	5,462 50
Rodman, Fisk & Co	50,000	9½	978 08	3,646 92	54,625 00
R. M. Cornell	25,000	9½	489 04	1,833 46	27,312 50
Foote & Walker	20,000	9½	391 23	1,458 77	21,850 00
Maxwell & Graves.....	10,000	9½	195 62	729 38	10,925 00
Genesee Valley National Bank	10,000	9½	195 62	729 38	10,925 00
First National Bank, Milwaukee, Wis....	20,000	9½	391 23	1,458 77	21,850 00
Lunt, Preston & Kean	15,000	9½	293 42	1,094 08	16,387 50
First National Bank, Joliet	10,000	9½	195 62	729 38	10,925 00
Washington County National Bank.....	7,000	9½	136 93	510 57	7,647 50
Susquehanna Valley Bank	3,000	9½	58 69	218 81	3,277 50
F. Heyer	10,000	9½	195 62	729 38	10,925 00
G. S. Bowdoin.....	15,000	9½	293 42	1,094 08	16,387 50
E. Sweet & Co	50,000	9½	978 08	3,584 42	54,562 50
Davidson & Jones	250,000	9½	4,890 40	17,922 10	272,812 50
Jay Cooke & Co.....	5,000	9½	97 81	358 44	5,456 25
Hatch, Foote & Co.....	50,000	9½	994 52	3,630 48	54,625 00
Frank & Gans	50,000	9½	994 52	3,630 48	54,625 00
Fisk & Hatch	100,000	9½	1,989 04	7,260 96	109,250 00
Rodman, Fisk & Co .....a.....	25,000	9½	497 26	1,815 24	27,312 50
Foote & Walker	25,000	9½	497 26	1,815 24	27,312 50
Susquehanna Valley Bank	500	9½	9 78	36 47	546 25
Genesee Valley National Bank	3,600	9½	70 42	262 58	3,933 00
E. Mermecutt.....	1,000	9½	19 73	74 02	1,093 75
Sarah Brower	2,300	9½	45 37	170 25	2,515 62
Sylvester Brower.....	300	9½	5 92	22 21	328 13
Smith & Kellogg.....	500	9½	9 86	37 01	546 87
E. Sweet & Co	50,000	9½	1,019 18	3,605 82	54,625 00
W. S. Hale & Co	20,000	9½	407 67	1,467 33	21,875 00
Fourth National Bank, New York	5,000	9½	101 92	366 83	5,468 75
First National Bank, Washington, D. C..	15,000	9½	305 75	1,081 75	16,387 50
Vermilye & Co	50,000	9½	1,027 40	3,597 60	54,625 00
Budge, Schiff & Co	100,000	9½	2,054 79	7,195 21	109,250 00
Jay Cooke & Co.....	50,000	9½	1,027 40	3,535 10	54,562 50
Fisk & Hatch	50,000	9½	1,043 84	3,643 66	54,687 50
Budge, Schiff & Co.....	100,000	9½	2,087 67	7,287 33	109,375 00
Foote & Walker.....	50,000	9½	1,043 84	3,643 66	54,687 50
Jay Cooke & Co.....	10,000	9½	210 41	752 09	10,962 50
Lees & Waller	10,000	9½	215 34	759 66	10,975 00
Taunton National Bank, Mass.....	179,000	9½	3,854 61	13,150 39	196,005 00
Jay Cooke & Co.....	15,000	9½	323 01	1,120 74	16,443 75
Stead, Stone & Co.....	25,000	9½	546 58	1,890 92	27,437 50
Smith, Merwin & Co.....	25,000	9½	546 58	1,890 92	27,437 50
Mrs. Maria L. Gambrill.....	7,000	9½	146 18	510 07	7,656 25
Canajoharie National Bank.....	10,000	9½	208 77	728 73	10,937 50
Elton Banking Co., Waterbury, Conn ...	11,000	9½	240 49	832 01	12,072 50
Thomas H. Maghee.....	1,000	9½	22 19	75 31	1,097 50
Foote & Walker.....	50,000	10	1,150 68	3,849 32	55,000 00
George Allen	25,000	10½	583 56	2,041 44	27,625 00
First National Bank, Kenosha, Wis.....	50,000	10½	1,191 78	4,058 22	55,250 00
Treasurer Soldiers' Home.....	100,000	7½	2,613 70	4,886 30	107,500 00
O. H. Browning, trustee.....	60,850	3½	.....	2,129 75	62,979 75
B. F. Butler, president and treasurer	161,500	9½	3,398 14	11,540 61	176,438 75
First National Bank, Washington, D. C..	250,000	11½	7,479 50	20,645 50	278,125 00
Do	75,000	8½	.....	6,656 25	81,656 25
Do	200,000	7½	1,900 00	13,850 00	215,750 00
Citizens' National Bank, Urbana, Ohio...	42,000	7½	434 96	2,872 54	45,307 50
J. T. Brady & Co	13,000	8½	147 45	990 05	14,137 50
First National Bank, Washington, D. C..	250,000	8½	2,876 70	17,435 80	270,312 50
Marx & Co	250,000	8½	2,917 80	18,332 20	271,250 00
First National Bank, Washington, D. C..	25,000	8½	369 86	1,755 14	27,125 00
Do.....	100,000	7½	1,528 77	6,221 23	107,750 00
Do.....	250,000	7½	3,891 90	15,553 10	269,375 00
Do.....	500,000	8½	8,137 00	34,988 00	543,125 00

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Statement of sales of 5-20 *bonds, act of March* 3, 1835—Continued.

To whom.	Amount.	Rate.	Interest.	Premium.	Total.
First National Bank, Washington, D. C..	$500,000	8½	$8,301 40	$34,823 60	$543,125 00
Do	500,000	8½	8,465 80	35,909 20	544,375 00
Do	500,000	9½	8,630 10	38,244 90	546,875 00
Do	500,000	10½	8,794 50	41,830 50	550,625 00
Jay Cooke & Co	500,000	10	9,780 80	40,219 20	550,000 00
Do	500,000	10½	9,863 00	40,762 00	550,625 00
First National Bank, Washington, D. C ..	20,000	9½	384 66	1,565 34	21,950 00
Do	20,000	9½	456 99	1,493 01	21,950 00
Do	480,000	9½	11,046 60	36,353 40	527,400 00
Total	64,815,050	.....	1,072,402 54	4,110,247 49	69,997,700 03

Statement of purchase of 7-30 *notes.*

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
F. E. Spinner	$16,000	5½	$2,139 20	$940 00	$19,079 20
Jay Cooke & Co	500,000	5½	.....	26,875 00	526,875 00
Do	200,000	5 5-16	22,120 00	10,625 00	232,745 00
Do	300,000	5 5-16	7,680 00	15,937 50	323,617 50
Vermilye & Co	135,000	5 5-16	4,293 00	7,171 88	146,464 88
Do	165,000	5 5-16	4,257 00	8,765 62	178,022 62
Jay Cooke & Co	250,000	5½	8,000 00	13,125 00	271,125 00
Vermilye & Co	200,000	5½	6,400 00	10,500 00	216,900 00
Do	100,000	5½	2,600 00	5,250 00	107,850 00
Do	50,000	5½	1,610 00	2,625 00	54,235 00
Do	150,000	5½	3,930 00	7,875 00	161,805 00
Jay Cooke & Co	200,000	5½	6,560 00	10,500 00	217,060 00
Do	300,000	5½	8,040 00	15,750 00	323,790 00
Fisk & Hatch	150,000	5½	4,920 00	7,875 00	162,795 00
Do	100,000	5½	2,680 00	5,250 00	107,930 00
Do	141,000	5½	4,653 00	7,462 50	153,055 50
Do	109,000	5½	2,943 00	5,722 50	117,665 50
Jay Cooke & Co	500,000	5½	16,800 00	27,500 00	544,300 00
Vermilye & Co	250,000	5½	8,400 00	13,125 00	271,525 00
Do	250,000	5½	8,400 00	13,750 00	272,150 00
Fisk & Hatch	75,000	5½	2,520 00	4,125 00	81,645 00
Do	25,000	5½	690 00	1,375 00	27,065 00
Vermilye & Co	500,000	5½	13,800 00	27,500 00	541,300 00
Jay Cooke & Co	500,000	5½	17,000 00	27,500 00	544,500 00
Do	500,000	5½	14,000 00	27,500 00	541,500 00
Do	500,000	5½	17,100 00	27,500 00	544,600 00
Vermilye & Co	500,000	5½	17,100 00	27,500 00	544,900 00
Do	250,000	5½	7,050 00	13,750 00	270,800 00
Do	100,000	5½	3,440 00	5,500 00	108,940 00
Do	150,000	5½	4,260 00	8,250 00	162,510 00
Do	179,000	5½	6,157 60	9,845 00	195,002 60
Do	71,000	5½	2,016 40	3,905 00	76,921 40
Jay Cooke & Co	168,000	4½	5,846 40	8,190 00	182,036 40
Do	82,000	4½	2,361 60	3,997 50	88,359 10
Fisk & Hatch	70,000	4½	2,436 00	3,325 00	75,761 00
Do	30,000	4½	864 00	1,425 00	32,289 00
Vermilye & Co	187,000	4½	6,545 00	9,116 25	202,661 25
Do	63,000	4½	1,827 00	3,071 25	67,898 25
Jay Cooke & Co	130,000	4½	4,602 00	6,337 50	140,939 50
Do	120,000	4½	3,528 00	5,850 00	129,378 00
Vermilye & Co	205,000	4½	7,257 00	9,737 50	221,994 50
Do	95,000	4½	2,793 00	4,512 50	102,305 50
Do	177,000	4½	6,407 40	8,628 75	192,036 15
Do	73,000	4½	2,204 60	3,558 75	78,763 35
Jay Cooke & Co	250,000	4½	9,100 00	12,187 50	271,287 50
Fisk & Hatch	120,000	4½	24 00	5,700 00	125,724 00
Do	80,000	4½	2,464 00	3,800 00	86,264 00
Jay Cooke & Co	250,000	4½	7,750 00	12,187 50	269,937 50
Vermilye & Co	85,000	4½	34 00	4,037 50	89,071 50
Do	65,000	4½	2,015 00	3,087 50	70,102 50
Do	87,000	4½	52 20	4,132 50	91,184 70
Do	13,000	4½	405 60	617 50	14,023 10
Jay Cooke & Co	300,000	4½	240 00	14,250 00	314,490 00
Do	100,000	4½	3,140 00	4,750 00	107,890 00
Vermilye & Co	81,000	4½	64 80	3,847 50	84,912 30
Do	19,000	4½	596 60	902 50	20,499 10
Jay Cooke & Co	200,000	4½	440 00	9,500 00	209,940 00
Vermilye & Co	44,000	4½	176 00	2,090 00	46,266 00
Do	56,000	4½	1,937 60	2,660 00	60,597 60
Do	61,000	4½	244 00	2,897 50	64,141 50
Do	89,000	4½	3,079 40	4,227 50	96,306 90

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Statement of purchase of 7·30 *notes*—Continued.

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
Jay Cooke & Co	$100,000	4½	$460 00	$4,750 00	$105,210 00
Do	150,000	4½	5,280 00	7,125 00	162,405 00
Vermilye & Co	50,000	4½	270 00	2,375 00	52,645 00
Do	50,000	4½	1,800 00	2,375 00	54,175 00
Do	140,000	4½	756 00	6,650 00	147,406 00
Do	10,000	4½	360 00	475 00	10,835 00
Fisk & Hatch	142,000	5½	823 60	7,632 50	150,456 10
Do	58,000	5½	2,111 20	3,117 50	63,228 70
Vermilye & Co	167,000	5½	968 60	9,393 75	177,362 35
Do	133,000	5½	4,841 20	7,481 25	145,322 45
Do	100,000	5½	620 00	5,750 00	106,370 00
P. M. Myers & Co	630,000	5½	3,906 00	37,012 50	670,918 50
Do	239,500	5½	.....	14,070 62	253,570 62
Do	79,500	5½	508 60	4,670 63	84,679 43
Do	50,500	5½	10 10	2,966 87	53,476 97
Henry A. Heiser's Sons	14,000	5½	92 40	787 50	14,879 90
Do	13,000	5½	5 20	731 25	13,736 45
P. M. Myers & Co	200,000	5½	1,320 00	11,750 00	213,070 00
Do	100,000	5½	40 00	5,875 00	105,915 00
Vermilye & Co	88,000	5½	580 80	5,060 00	93,640 80
Do	112,000	5½	44 80	6,440 90	118,484 80
Jay Cooke & Co	500,000	5½	3,400 00	28,750 00	532,150 00
Rodman, Fisk & Co	56,259	5½	382 50	3,304 69	59,937 19
Do	57,550	5½	34 53	3,881 06	60,965 59
Vermilye & Co	250,000	5½	1,700 00	14,375 00	266,075 00
Fisk & Hatch	86,000	5½	619 20	4,945 00	91,564 20
Do	114,000	5½	114 00	6,555 00	120,669 00
Jay Cooke & Co	250,000	5½	300 00	14,687 50	264,987 50
Hatch, Foote & Co	67,000	5½	495 80	3,936 25	71,432 05
Do	33,000	5½	39 60	1,938 75	34,978 35
Fisk & Hatch	3,000	6	22 20	180 00	3,202 20
Do	23,050	6	27 66	1,383 00	24,460 66
Edward Sweet & Co	40,000	5½	304 00	2,350 00	42,654 00
Do	60,000	5½	84 00	3,525 00	63,609 00
Fisk & Hatch	20,000	6	152 00	1,200 00	21,352 00
Do	35,000	6	49 00	2,100 00	37,149 00
Vermilye & Co	142,000	5½	1,079 20	8,165 00	151,244 20
Do	108,000	5½	151 20	6,210 00	114,361 20
Fisk & Hatch	30,000	6	234 00	1,800 00	32,034 00
Do	25,000	5½	40 00	1,500 00	26,540 00
Vermilye & Co	168,000	5½	1,344 00	9,870 00	179,214 00
Jay Cooke & Co	200,000	7	1,720 00	14,000 00	215,720 00
Do	300,000	7	720 00	21,000 00	321,720 00
Fisk & Hatch	13,500	6	116 10	810 00	14,426 10
Do	36,500	6	87 60	2,190 00	38,777 60
Do	44,950	6	395 56	2,697 00	48,042 56
Do	19,000	6	49 40	1,140 00	20,189 40
Rodman, Fisk & Co	42,500	8	374 00	3,400 00	46,274 00
Do	7,500	8	19 50	600 00	8,119 50
Vermilye & Co	232,000	5½	603 20	13,630 00	246,233 20
Rodman, Fisk & Co	50,000	8	130 00	4,000 00	54,130 00
Do	50,000	8	440 00	4,000 00	54,440 00
Do	50,000	8	130 00	4,000 00	54,130 00
Jay Cooke & Co	100,000	8	900 00	8,000 00	108,900 00
Do	250,000	8	700 00	20,000 00	270,700 00
Rodman, Fisk & Co	50,000	8	450 00	4,000 00	54,450 00
Do	50,000	8	140 00	4,000 00	54,140 00
Fisk & Hatch	76,000	7½	684 00	5,985 00	82,669 00
Do	124,000	7½	347 20	9,765 00	134,112 20
Vermilye & Co	100,000	7½	920 00	7,750 00	108,670 00
Do	200,000	7½	600 00	15,500 00	216,100 00
Fisk & Hatch	73,300	7½	689 02	5,772 37	79,761 39
Do	226,700	7½	725 44	17,852 62	245,278 06
T. S. Quackenbush	23,150	5½	217 61	1,360 06	24,727 67
Do	26,850	5½	85 92	1,577 44	28,513 36
Vermilye & Co	238,000	7½	2,237 20	18,445 00	258,682 20
Do	100,000	7½	940 00	7,875 00	108,815 00
Do	162,000	7½	518 40	12,555 00	175,073 40
Do	49,600	7½	466 24	3,906 00	53,972 24
Do	50,400	7½	161 28	3,969 00	54,330 28
Fisk & Hatch	1,390,000	7½	13,344 00	107,725 00	1,511,069 00
Do	610,000	7½	2,074 00	47,275 00	659,349 00
Jay Cooke & Co	500,000	7½	5,000 00	38,750 00	543,750 00
Do	500,000	7½	1,900 00	38,750 00	540,650 00
Fisk & Hatch	400,000	7½	4,000 00	31,000 00	435,000 00
Do	100,000	7½	380 00	7,750 00	108,130 00
Vermilye & Co	222,000	7½	2,220 00	17,205 00	241,425 00
Do	178,000	7½	676 40	13,795 00	192,471 40
Jay Cooke & Co	400,000	7½	4,080 00	31,000 00	435,080 00
Do	100,000	7½	400 00	7,750 00	108,150 00
Vermilye & Co	54,000	7½	550 80	4,185 00	58,735 80
Do	46,000	7½	184 00	3,565 00	49,749 00

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Statement of purchase of 7-30 *notes*—Continued.

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
Jay Cooke & Co	$300,000	7¾	$3,060 00	$23,250 00	$326,310 00
Do	200,000	7¾	800 00	15,500 00	216,300 00
Rodman, Fisk & Co	5,400	7¾	38 88	405 00	5,843 88
White, Morris & Co	21,500	7¾	292 40	1,612 50	23,404 90
Do	28,500	7¾	210 90	2,137 50	30,848 40
Fisk & Hatch	88,000	7¾	1,196 80	6,600 00	95,796 80
Do	112,000	7¾	828 80	8,400 00	121,228 80
Do	37,000	7¾	503 20	2,775 00	40,278 20
Do	63,000	7¾	466 20	4,725 00	68,191 20
Vermilye & Co	250,000	7¾	3,559 00	18,750 00	272,309 00
Do	350,000	7¾	2,800 00	26,250 00	379,050 00
Do	200,000	7¾	2,880 00	14,750 00	217,630 00
Jay Cooke & Co	250,000	7¾	3,650 00	18,437 50	272,087 50
Do	250,000	7¾	2,100 00	18,125 00	270,225 00
P. H. Myers & Co	100,000	7¾	1,460 00	7,500 00	108,960 00
Vermilye & Co	100,000	7¾	1,460 00	7,250 00	108,710 00
Do	100,000	7¾	1,460 00	7,375 00	108,835 00
Do	150,000	7¾	1,260 00	10,875 00	162,135 00
Do	50,000	7¾	740 00	3,625 00	54,365 00
Do	200,000	7¾	2,960 00	14,250 00	217,210 00
Jay Cooke & Co	200,000	7	2,960 00	14,000 00	216,960 00
Do	300,000	7¾	2,580 00	21,750 00	324,330 00
Vermilye & Co	300,000	7	4,440 00	21,000 00	325,440 00
Do	200,000	6¾	1,720 00	13,750 00	215,470 00
Fisk & Hatch	75,000	6¾	1,125 00	5,062 50	81,187 50
Do	125,000	6¾	1,100 00	8,437 50	134,537 50
Vermilye & Co	50,000	6¾	750 00	3,437 50	54,187 50
Do	145,000	6¾	2,175 00	9,787 50	156,962 50
Do	105,000	6¾	924 00	7,087 50	113,011 50
Jay Cooke & Co	300,000	6¾	4,500 00	20,625 00	325,125 00
Do	200,000	6¾	1,760 00	13,750 00	215,510 00
Fisk & Hatch	325,000	5¾	6,110 00	18,687 50	349,797 50
Do	175,000	5¾	2,205 00	10,062 50	187,267 50
Do	500,000	5¾	9,400 00	28,750 00	538,150 00
Jay Cooke & Co	100,000	5¾	1,900 00	5,750 00	107,650 00
Do	100,000	5¾	1,280 00	5,750 00	107,030 00
Vermilye & Co	200,000	5¾	3,800 00	11,500 00	215,300 00
Do	100,000	5¾	1,280 00	5 750 00	107,030 00
Rodman, Fisk & Co	6,000	5¾	114 00	345 00	6,459 00
Do	21,500	5¾	275 20	1,236 25	23,011 45
New York C ntral National Bank	100,000	5¾	1,300 00	5,750 00	107,050 00
First National Bank, New York	100,000	5¾	1,920 00	5,750 00	107,670 00
Do	100,000	5¾	1,300 00	5,750 00	107,050 00
Frank & Gans	50,000	5¾	1,000 00	2,750 00	53,750 00
Hatch, Foote & Co	120,000	5¾	2,400 00	6,600 00	129,000 00
Do	80,000	5¾	1,104 00	4,400 00	85,504 00
Frank & Gans	100,000	5¾	2,000 00	5,500 00	107,500 00
Do	21,550	5¾	431 00	1,185 25	23,166 25
Do	28,450	5¾	392 61	1,564 75	30,407 36
Henry A. Heiser's Sons	8,500	5¾	170 00	467 50	9,137 50
Do	9,000	5¾	124 20	495 00	9,619 20
Frank & Gans	50,000	5¾	1,000 00	2,750 00	53,750 00
Do	50,000	5¾	690 00	2,750 00	53,440 00
Smith, Randolph & Co	25,000	5¾	500 00	1,375 00	26,875 00
Do	25,000	5¾	345 00	1,375 00	26,720 00
Fisk & Hatch	135,000	5¾	2,700 00	7,425 00	145,125 00
Do	115,000	5¾	1,587 00	6,325 00	122,912 00
First National Bank, New York	10,000	5¾	202 00	550 00	10,752 00
Do	88,600	5¾	1,240 40	4,873 00	94,713 40
Fisk & Hatch	300,000	5¾	6,060 00	16,500 00	322,560 00
Henry A. Heiser's Sons	69,000	5¾	1,393 00	3,795 00	74,188 80
Do	31,000	5¾	434 00	1,705 00	33,139 00
Vermilye & Co	100,000	5¾	2,040 00	5,500 00	107,540 00
Do	150,000	5¾	2,130 00	8,250 00	160,380 00
Smith, Randolph & Co	52,500	5¾	1,071 00	2,887 50	56,458 50
Do	22,500	5¾	319 50	1,237 50	24,057 00
Rodman, Fisk & Co	24,700	5¾	503 88	1,358 50	26,562 38
Do	1,900	5¾	26 98	104 50	2,031 48
Fisk & Hatch	19,000	5¾	387 60	1,045 00	20,432 60
Do	281,000	5¾	3,990 20	15,455 00	300,445 20
Henry A. Heiser's Sons	81,000	5¾	1,668 60	4,455 00	87,123 60
Do	79,000	5¾	1,137 00	4,345 00	84,482 60
First National Bank, New York	25,000	5¾	515 00	1,375 00	26,890 00
Do	25,000	5¾	360 00	1,375 00	26,735 06
Vermilye & Co	148,000	5¾	3,048 80	8,140 00	159,188 80
Do	102,000	5¾	1,468 80	5,610 00	109,078 80
Smith, Randolph & Co	18,000	5¾	374 40	990 00	19,364 40
Do	7,000	5¾	102 20	385 00	7,487 20
Henry A. Heiser's Sons	40,000	5¾	832 00	2,200 00	43,032 00
Do	10,000	5¾	146 00	550 00	10,696 00
Do	30,000	5¾	636 00	1,650 00	32,286 00
Do	10,000	5¾	150 00	550 00	10,700 00

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Statement of purchase of 7-30 *notes*—Continued.

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
Rodman, Fisk & Co	$10,100	5¼	$216 14	$580 75	$10,896 89
Do	29,900	5¼	454 48	1,719 25	32,073 73
Henry A. Heiser's Sons	190,000	5¼	4,006 00	10,925 00	204,991 00
Do	10,000	5¼	152 00	575 00	10,727 00
Hatch, Foote & Co	54,000	5¼	1,155 60	3,105 00	58,260 60
Do	46,000	5¼	699 20	2,645 00	49,344 20
Rodman, Fisk & Co	10,000	5¼	214 00	575 00	10,789 00
Vermilye & Co	150,000	5¼	3,210 00	8,812 50	162,022 50
Do	150,000	5¼	2,280 00	8,812 50	161,092 50
Henry Clews & Co	11,100	5¼	237 54	638 25	11,975 79
Do	1,000	5¼	15 20	57 50	1,072 70
Lounsberry & Fanshawe	10,000	5¼	214 00	575 00	10,789 00
Do	40,000	5¼	608 00	2,300 00	42,908 00
Henry A. Heiser's Sons	85,000	5¼	1,836 00	4,887 50	91,723 50
Do	15,000	5¼	231 00	862 50	16,093 50
Smith, Randolph & Co	50,000	5¼	770 00	2,875 00	53,645 00
Do	50,000	5¼	1,080 00	2,875 00	53,955 00
Hatch, Foote & Co	50,000	5¼	1,080 00	2,875 00	53,955 00
Do	100,000	5¼	1,540 00	5,750 00	107,290 00
Mechanics' National Bank, New York	20,000	5¼	432 00	1,150 00	21,582 00
Do	30,000	5¼	462 00	1,725 00	32,187 00
First National Bank, Brooklyn	50,000	5¼	1,080 00	2,875 00	53,955 00
Henry A. Heiser's Sons	50,000	5¼	1,080 00	2,875 00	53,955 00
Do	17,000	5¼	261 80	977 50	18,239 30
Dorr Russell, cashier	15,000	5¼	324 00	862 50	16,186 50
Vermilye & Co	160,000	5¼	3,456 00	9,200 00	172,656 00
Do	90,000	5¼	1,386 00	5,175 00	96,561 00
Fisk & Hatch	255,000	5¼	5,508 00	14,662 50	275,170 50
Do	45,000	5¼	693 00	2,587 50	48,280 50
Jay Cooke & Co	25,000	5¼	545 00	1,437 50	26,982 50
Fisk & Hatch	200,000	5¼	3,120 00	11,500 00	214,620 00
Frank and Gans	31,800	5¼	693 24	1,828 50	34,321 74
Do	18,200	5¼	283 92	1,046 50	19,530 42
Tower, Giddings & Torrey	19,000	5¼	414 20	1,092 50	20,506 70
Do	21,000	5¼	327 60	1,207 50	22,535 10
Phenix National Bank, New York	100,000	5¼	1,560 00	5,750 00	107,310 00
Frank & Gans	35,000	5¼	763 00	2,012 50	37,775 50
Do	15,000	5¼	234 00	862 50	16,096 50
Jay Cooke & Co	150,000	5¼	3,270 00	8,812 50	162,082 50
Do	150,000	5¼	2,340 00	8,812 50	161,152 50
Tradesmen's National Bank, New York	50,000	5¼	1,090 00	2,875 00	53,965 00
Rodman, Fisk & Co	175,550	5¼	3,826 99	10,094 13	189,471 12
Do	7,700	5¼	120 12	442 75	8,262 87
Ocean National Bank, New York	100,000	5¼	2,180 00	5,750 00	107,930 00
Hatch, Foote & Co	48,000	5¼	1,046 40	2,760 00	51,806 40
Do	52,000	5¼	811 20	2,990 00	55,801 20
P. M. Myers & Co	55,000	5¼	1,199 00	3,162 50	59,361 50
J. L. Brownell & Brother	50,000	5¼	780 00	2,875 00	53,655 00
Henry A. Heiser's Sons	234,000	5¼	5,101 20	13,455 00	252,556 20
Do	76,000	5¼	1,185 60	4,370 00	81,555 60
Vermilye & Co	210,000	5¼	4,578 00	12,075 00	226,653 00
Do	40,000	5¼	9,300 00	2,300 00	42,924 00
Stone & Downer	28,400	5¼	619 12	1,633 00	30,652 12
Do	26,600	5¼	414 96	1,529 50	28,544 46
Lockwood & Co	500,000	5¼	11,000 00	28,750 00	539,750 00
Drexel, Winthrop & Co	19,000	5¼	418 00	1,092 50	20,510 50
Do	31,000	5¼	489 80	1,782 50	33,272 30
Smith, Randolph & Co	50,000	5¼	1,100 00	2,875 00	53,975 00
Jay Cooke & Co	300,000	5¼	6,600 00	17,250 00	323,850 00
Hatch, Foote & Co	78,000	5¼	1,716 00	4,485 00	84,201 00
Do	22,000	5¼	347 60	1,265 00	23,612 60
Newton, Russell & Co	25,000	5¼	550 00	1,437 50	26,987 50
Howes & Macy	5,000	5¼	110 00	287 50	5,397 50
Central National Bank, New York	4,400	5¼	96 80	253 00	4,749 80
Do	5,600	5¼	88 48	322 00	6,010 48
Rodman, Fisk & Co	4,700	5¼	103 40	270 25	5,073 65
Do	5,600	5¼	88 48	322 00	6,010 48
Baker & Kitchen	2,100	5¼	46 20	120 75	2,266 95
Do	32,350	5¼	511 13	1,860 12	34,721 25
Hatch, Foote & Co	25,000	5¼	550 00	1,437 50	26,987 50
Fisk & Hatch	126,000	5¼	2,772 00	7,245 00	136,017 00
Do	124,000	5¼	1,959 20	7,130 00	133,089 20
Rodman, Fisk & Co	25,000	5¼	395 00	1,437 50	26,832 50
Do	14,400	5¼	319 68	828 00	15,547 68
Do	10,600	5¼	169 60	609 50	11,379 10
Ninth National Bank, New York	50,000	5¼	800 00	2,87 00	53,675 00
Jay Cooke & Co	75,000	5¼	1,665 00	4,312 50	80,977 50
Do	225,000	5¼	3,600 00	12,937 50	241,537 50
Fisk & Hatch	200,000	6	4,920 00	12,000 00	216,920 00
Do	100,000	6	1,840 00	6,000 00	107,840 00
Jay Cooke & Co	250,000	6¼	5,700 00	15,937 50	271,637 50
Do	250,000	6¼	4,150 00	15,937 50	270,087 50

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Statement of purchase of 7-30 *notes*—Continued.

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
T. S. Quackenbush	$14,600	6	$365 00	$876 00	$15,841 00
Do	500	6	9 40	30 00	539 40
Jay Cooke & Co	100,000	6½	2,500 00	6,125 00	108,625 00
Do	100,000	6½	1,980 00	6,125 00	108,005 00
First National Bank, New York	20,000	6	500 00	1,200 00	21,700 00
Do	30,000	6	564 00	1,800 00	32,364 00
Rodman, Fisk & Co	20,450	6½	519 43	1,278 13	22,247 56
Do	34,550	6½	663 36	2,159 37	37,372 73
Do	20,000	6½	508 00	1,250 00	21,758 00
Vermilye & Co	100,000	6½	2,580 00	6,250 00	108,830 00
Do	100,000	6½	1,960 00	6,250 00	108,210 00
Rodman, Fisk & Co	50,000	6½	980 00	3,250 00	54,230 00
Vermilye & Co	120,000	6½	3,096 00	7,800 00	130,896 00
Do	80,000	6½	1,568 00	5,200 00	86,768 00
Do	48,000	6½	1,248 00	3,120 00	52,368 00
Do	52,000	6½	1,029 60	3,380 00	56,409 60
Hatch, Foot & Co	15,000	7	393 00	1,050 00	16,443 00
Do	107,100	7	2,142 00	7,497 00	116,739 00
Vermilye & Co	360,000	7	9,432 00	25,200 00	394,632 00
Do	130,000	7	2,800 00	9,800 00	152,600 00
Fisk & Hatch	362,000	7½	9,556 80	25,792 50	397,349 30
Do	138,000	7½	3,787 60	9,832 50	150,620 10
Lockwood & Davenport	250,000	7½	6,600 00	17,812 50	274,412 50
Do	110,000	7½	2,222 00	7,837 50	120,059 50
Jay Cooke & Co	250,000	7½	6,700 00	17,812 50	274,512 50
Do	250,000	7½	5,150 00	17,812 50	272,962 50
Do	100,000	7½	2,680 00	7,125 00	109,805 00
Do	150,000	7½	3,090 00	10,687 50	163,777 50
Do	100,000	7½	2,680 00	7,125 00	109,805 00
Do	150,000	7½	3,090 00	10,687 50	163,777 50
Fisk & Hatch	360,000	7½	9,720 00	26,100 00	395,820 00
Do	140,000	7½	2,912 00	10,150 00	153,062 00
Vermilye & Co	100,000	7½	2,700 00	7,375 00	110,075 00
Do	100,000	7½	2,080 00	7,375 00	109,455 00
Do	100,000	7½	2,100 00	7,375 00	109,475 00
Lockwood & Davenport	200,000	7½	5,440 00	14,750 00	220,190 00
White, Morris & Co	35,000	7½	952 00	2,581 25	38,533 25
Do	15,000	7½	315 00	1,106 25	16,421 25
Hatch, Foote & Co	30,000	7½	816 00	2,212 50	33,028 50
Do	20,000	7½	420 00	1,475 00	21,895 00
Vermilye & Co	135,000	7½	3,672 00	9,956 25	148,628 25
Do	65,000	7½	1,365 00	4,793 75	71,158 75
Jay Cooke & Co	200,000	7½	5,480 00	14,750 00	220,230 00
Do	150,000	7½	3,180 00	11,062 50	164,242 50
Hatch, Foote & Co	100,000	7½	2,740 00	7,375 00	110,115 00
Do	100,000	7½	2,120 00	7,375 00	109,495 00
National Union Bank, Watertown	1,900	7½	52 44	140 12	2,092 56
Do	3,750	7½	80 25	276 56	4,106 81
Fisk & Hatch	150,000	7½	4,230 00	11,062 50	165,292 50
Do	150,000	7½	3,300 00	11,062 50	164,362 50
Jay Cooke & Co	200,000	7½	5,640 00	14,750 00	220,390 00
Do	200,000	7½	4,400 00	14,750 00	219,150 00
P. M. Myers & Co	250,000	7½	7,050 00	18,437 50	275,487 50
Lockwood & Davenport	50,000	7½	1,410 00	3,687 50	55,097 50
Rodman, Fisk & Co	103,300	7½	2,913 06	7,618 38	113,831 44
Do	64,100	7½	1,410 20	4,727 37	70,237 57
P. M. Myers & Co	23,000	7½	648 60	1,696 25	25,344 85
Do	17,000	7½	374 00	1,253 75	18,627 75
John Pondir	45,000	7½	1,278 00	3,318 75	49,596 75
Do	25,000	7½	555 00	1,843 75	27,398 75
First National Bank, New York	31,500	7½	894 60	2,323 12	34,717 72
Do	68,500	7½	1,520 70	5,051 88	75,072 58
National Currency Bank, New York	50,000	7½	1,420 00	3,687 50	55,107 50
Do	50,000	7½	1,110 00	3,687 50	54,797 50
Lockwood & Davenport	60,000	7½	1,704 00	4,425 00	66,129 00
Do	5,000	7½	111 00	368 75	5,479 75
P. M. Myers & Co	150,000	7½	4,260 00	11,062 50	165,322 50
Do	110,000	7½	2,442 00	8,112 50	120,554 50
Jay Cooke & Co	125,000	7½	3,575 00	9,218 75	137,793 75
Do	75,000	7½	1,680 00	5,531 25	82,911 25
Vermilye & Co	100,000	7½	2,860 00	7,375 00	110,235 00
Do	100,000	7½	2,240 00	7,375 00	109,615 00
Rodman, Fisk & Co	31,950	7½	913 77	2,356 31	35,220 08
Do	41,850	7½	937 44	3,086 44	45,873 88
P. M. Myers & Co	100,000	7½	2,860 00	7,375 00	110,235 00
T. S. Quackenbush	10,200	7½	291 72	752 25	11,243 97
Do	15,000	7½	336 00	1,106 25	16,442 25
Vermilye & Co	100,000	7½	2,860 00	7,375 00	110,235 00
Do	50,000	7½	1,120 00	3,687 50	54,807 50
Rodman, Fisk & Co	11,000	7½	316 80	811 25	12,128 05
Do	19,000	7½	429 40	1,401 25	20,830 65

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Statement of purchase of 7-30 *notes*—Continued.

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
Jay Cook & Co	$150,000	7⅜	$4,320 00	$11,062 50	$165,382 50
Do	100,000	7⅜	2,260 00	7,375 00	109,635 00
John Pondir	115,000	7⅜	3,312 00	8,481 25	126,793 25
Do	35,000	7⅜	791 00	2,581 25	38,372 25
Lockwood & Davenport	228,000	7⅜	6,748 80	17,100 00	251,848 80
Do	750	7⅜	17 55	56 25	823 80
P. M. Myers & Co	138,000	7⅜	4,112 40	10,350 00	152,462 40
Do	12,000	7⅜	283 20	900 00	13,183 20
Do	100,000	7⅜	2,980 00	7,500 00	110,480 00
Fisk & Hatch	128,000	7⅜	3,814 40	9,600 00	141,414 40
Do	122,000	7⅜	2,879 20	9,150 00	134,029 20
Vermilye & Co	190,000	7⅜	5,662 00	14,250 00	209,912 00
Do	60,000	7⅜	1,416 00	4,500 00	65,916 00
Hatch, Foote & Co	100,000	7⅜	3,000 00	7,500 00	110,500 00
Rodman, Fisk & Co	60,000	7⅜	1,800 00	4,500 00	66,300 00
Do	40,000	7⅜	952 00	3,000 00	43,952 00
Jay Cooke & Co	500,000	7⅜	11,900 00	37,500 00	549,400 00
Vermilye & Co	150,000	7⅜	4,500 00	11,250 00	165,750 00
Do	100,000	7⅜	2,380 00	7,500 00	109,880 00
Rodman, Fisk & Co	40,000	7⅜	1,208 00	3,000 00	44,208 00
Do	60,000	7⅜	1,440 00	4,500 00	65,940 00
Jay Cooke & Co	200,000	7⅜	6,040 00	15,000 00	221,040 00
Do	50,000	7⅜	1,200 00	3,750 00	54,950 00
Fisk & Hatch	60,000	7⅜	1,812 00	4,500 00	66,312 00
Do	140,000	7⅜	3,360 00	10,500 00	153,860 00
Lockwood & Davenport	90,000	7⅜	2,718 00	6,750 00	99,468 00
Do	10,000	7⅜	240 00	750 00	10,990 00
Fisk & Hatch	150,000	7⅜	4,530 00	11,250 00	165,780 00
Do	50,000	7⅜	1,200 00	3,750 00	54,950 00
Hatch, Foote & Co	100,000	7⅜	3,040 00	7,500 00	110,540 00
P. M. Myers & Co	97,850	7⅜	2,974 64	7,338 75	108,163 39
Do	2,150	7⅜	52 03	161 25	2,363 28
Fisk & Hatch	35,000	7⅜	1,064 00	2,625 00	38,689 00
Do	15,000	7⅜	363 00	1,125 00	16,488 00
Lockwood & Davenport	90,000	7⅜	2,754 00	6,750 00	99,504 00
Do	10,000	7⅜	244 00	750 00	10,994 00
Cammann & Co	2,200	7⅜	68 20	165 00	2,433 20
Do	10,550	7⅜	261 64	791 25	11,602 89
Vermilye & Co	150,000	7⅜	4,650 00	11,250 00	165,900 00
John Pondir	250,000	7⅜	7,750 00	18,750 00	276,500 00
P. M. Myer & Co	100,000	7⅜	3,100 00	7,500 00	110,600 00
Vermilye & Co	90,000	7⅜	2,790 00	6,750 00	99,540 00
Do	10,000	7⅜	248 00	750 00	10,998 00
First National Bank, Providence, R. I	81,500	7⅜	2,542 80	6,112 50	90,155 30
Do	18,500	7⅜	462 50	1,387 50	20,350 00
John Pondir	250,000	7⅜	7,800 00	18,750 00	276,550 00
Fisk & Hatch	230,000	7⅜	7,176 00	17,250 00	254,426 00
Do	20,000	7⅜	500 00	1,500 00	22,000 00
Budge, Schiff & Co	250,000	7⅜	7,800 00	18,750 00	276,550 00
Jay Cooke & Co	250,000	7⅜	6,250 00	19,062 50	275,312 50
Do	250,000	7⅜	6,250 00	19,062 50	275,312 50
Fisk & Hatch	250,000	7⅜	8,100 00	19,062 50	277,162 50
Do	250,000	7⅜	8,150 00	19,062 50	277,212 50
Do	234,000	7⅜	7,675 20	17,842 50	259,517 70
Do	16,000	7⅜	425 60	1,220 00	17,645 60
Do	250,000	7⅜	8,200 00	19,062 50	277,262 50
Jay Cooke & Co	50,000	7⅜	1,560 00	3,812 50	55,372 50
Do	200,000	7⅜	5,000 00	15,250 00	220,250 00
Do	250,000	7⅜	7,800 00	19,062 50	276,862 50
Fisk & Hatch	350,000	7⅜	11,690 00	26,687 50	388,377 50
Do	150,000	7⅜	4,080 00	11,437 50	165,517 50
Do	410,000	9¼	13,694 00	38,950 00	462,544 00
Do	2,090,000	9¼	56,848 00	198,550 00	2,345,398 00
Budge, Schiff & Co	65,000	9¼	2,301 00	6,175 00	73,476 00
Do	45,000	9¼	1,314 00	4,275 00	50,589 00
Jay Cooke & Co	200,000	9¼	7,120 00	19,250 00	226,370 00
Do	50,000	9¼	1,470 00	4,812 50	56,282 50
Vermilye & Co	165,000	9¼	5,874 00	15,881 25	186,755 25
Do	135,000	9¼	3,969 00	12,993 75	151,962 75
Henry, Clews & Co	31,650	9¼	1,126 74	3,006 75	35,783 49
Do	28,800	9¼	846 72	2,736 00	32,382 72
Fisk & Hatch	146,000	9¼	5,197 60	14,052 50	165,250 10
Do	104,000	9¼	3,057 60	10,010 00	117,067 60
Jay Cooke & Co	200,000	9¼	7,160 00	19,250 00	226,410 00
Do	50,000	9¼	1,480 00	4,812 50	56,292 50
White, Morris & Co	40,000	9¼	1,432 00	3,800 00	45,232 00
Do	10,000	9¼	296 00	950 00	11,246 00
Egleston & Smith	100,000	9 9-16	3,580 00	9,562 50	113,142 50
Hatch, Foot & Co	267,000	9¼	9,558 60	25,365 00	301,923 60
Do	83,000	9¼	2,456 80	7,885 00	93,341 80
Vermilye & Co	255,000	9 9-16	9,129 00	24,384 38	288,513 38
Do	45,000	9 9-16	1,332 00	4,303 12	50,635 12

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Statement of purchase of 7-30 *notes*—Continued.

From whom.	Amount.	Rate.	Interest.	Premium.	Total.
F. E. Spinner	$2,000	9	$54 00	$180 00	$2,234 00
Jay Cooke & Co	700,000	9¼	25,200 00	67,375 00	792,575 00
Do	300,000	9¼	8,940 00	28,875 00	337,815 00
Do	300,000	9¼	10,800 00	28,875 00	339,675 00
Fisk & Hatch	122,000	9¼	4,392 00	11,437 50	137,829 50
Do	3,000	9¼	89 40	281 25	3,370 65
Do	97,000	9¼	3,511 40	9,093 75	109,605 15
Do	28,000	9¼	840 00	2,625 00	31,465 00
Jay Cooke & Co	200,000	9¼	7,240 00	18,750 00	225,990 00
Do	50,000	9¼	1,500 00	4,687 50	56,187 50
Fisk & Hatch	181,000	9¼	6,606 50	16,742 50	204,349 00
Do	69,000	9¼	2,097 60	6,382 50	77,480 10
Jay Cooke & Co	600,000	10	20,280 00	60,000 00	680,280 00
Do	500,000	8¼	20,800 00	44,375 00	565,175 00
Do	500,000	8¼	17,700 00	44,375 00	562,075 00
Do	250,000	8¼	10,400 00	22,187 50	282,587 50
Do	250,000	8¼	8,850 00	22,187 50	281,037 50
P. M. Myers & Co	90,000	8¼	3,762 00	7,987 50	101,749 50
Do	160,000	8¼	5,696 00	14,200 00	179,896 00
Jay Cooke & Co	250,000	8¼	9,050 00	22,187 50	281,237 50
Vermilye & Co	80,000	8¼	3,392 00	7,100 00	90,492 00
Do	70,000	8¼	2,534 00	6,212 50	78,746 50
Jay Cooke & Co	250,000	8¼	9,125 00	22,187 50	281,312 50
P. M. Myers & Co	17,750	8¼	756 15	1,575 31	20,081 46
Do	104,800	8¼	3,825 20	9,301 00	117,926 20
Do	100,000	8¼	4,250 00	8,875 00	113,125 00
Jay Cooke & Co	150,000	8¼	5,475 00	13,312 50	168,787 50
Vermilye & Co	16,250	8¼	692 25	1,442 19	18,384 44
Do	103,750	8¼	3,786 93	9,207 81	116,744 74
Do	19,300	8¼	822 18	1,712 67	21,835 05
Do	10,700	8¼	390 55	949 63	12,040 18
Jay Cooke & Co	500,000	9	18,250 00	45,000 00	563,250 00
Do	500,000	9	18,250 00	45,000 00	563,250 00
Total	64,749,750	.....	1,439,866 24	4,515,042 60	70,704,658 84

Commissions paid on account of sales of 5-20 *bonds, act of March* 3, 1865.

Name.	Amount.	Rate.	Commission.
First National Bank, Washington, D. C	$12,574,350	¼	$15,717 94

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40TH CONGRESS, 3d Session. | HOUSE OF REPRESENTATIVES. | Ex. Doc. No. 27.

PURCHASE OF LAND AT OMAHA.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Correspondence relative to purchase of land at Omaha for military purposes.

JANUARY 9, 1869.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT, *January* 6, 1869.

The Secretary of War has the honor to submit to the House of Representatives the accompanying copies of a correspondence between the War Department and Lieutenant General Sherman, relative to the purchase of certain land at Omaha, Nebraska, in addition to that already donated to the United States for the erection of military barracks in that city, and to recommend that, as the land in question is required for the public service, its purchase, out of any appropriation deemed applicable to the same and subject to existing requirements of law governing the purchase of land by the United States, be authorized by Congress.

J. M. SCHOFIELD,
Secretary of War.

HEADQUARTERS MILITARY DIVISION OF THE MISSOURI,
St. Louis, Mo., September 7, 1868.

GENERAL: During a recent visit to Omaha, I examined personally the site chosen by General C. C. Augur for the erection of barracks at that place. Certain parties in Omaha, interested of course, have agreed to donate the site selected, viz., 42 acres. The ground is well located for the purpose, but in my judgment is insufficient in extent. At considerable risk we got Mr. Kountz to procure an additional 40 acres, making a parallelogram of 80 acres, and agreed to pay for the same the sum of $8,000, being at the rate of $200 an acre. In order to secure the ground I had to give General Augur an order for the quartermaster to pay for the same at once. This additional land will make the barracks safe and roomy, as against fire, which is important, as the barracks must be built chiefly of wood, and it is all-important the buildings should not be too close to each other or endangered by other private houses.

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I respectfully ask that you confirm this my action, and if the additional cost of $8,000 should disturb the estimates I would suggest that one or two of the buildings contemplated be omitted this year. If you will notify me of your preference I will promptly give the necessary orders.

We can more readily dispense with the use of two of the company quarters than of the additional land.

I have the honor to be, your obedient servant,

W. T. SHERMAN,
Lieutenant General, Commanding.

General J. M. SCHOFIELD,
Secretary of War, Washington, D. C.

WAR DEPARTMENT, *September* 9, 1868.

General Sherman's action is confirmed. The Quartermaster General will please report upon the question within suggested.

J. M. SCHOFIELD,
Secretary of War.

QUARTERMASTER GENERAL'S OFFICE,
Washington, September 19, 1868.

SIR: I have the honor to acknowledge the receipt of the communication of Lieutenant General W. T. Sherman, commanding the military division of the Missouri, dated September 7, 1868, to the Secretary of War, stating that he has given orders for the purchase of 40 acres of land in addition to the 42 acres already selected by General Augur, for barracks at Omaha, and asking that his action be confirmed.

On this letter is the following endorsement:

WAR DEPARTMENT, *September* 9, 1868.

General Sherman's action is confirmed. The Quartermaster General will please report upon the question within suggested.

J. M. SCHOFIELD, *Secretary of War.*

In response to your order I respectfully remark that the act of Congress, approved May 1, 1820, (Statutes at Large, volume 3, section 6, page 508,) provides "that no *contract* shall hereafter be made by the Secretary of State, or of the Treasury, or of the Department of War, or of the Navy, except under a law authorizing the same, or under an appropriation adequate to its fulfilment." * * * * * *

Section 7. "That no land shall be purchased on account of the United States, except under a law authorizing such purchase."

Act of 3d March, 1859, (Statutes at Large, volume 11, chapter 83, page 432,) provides that "no permanent barracks and quarters shall hereafter be constructed unless detailed estimates shall have been previously submitted to Congress, and shall have been approved by a special appropriation for the same."

Paragraph 1059 of the Revised Army Regulations, 1863, provides that "no public money shall be expended for the purchase of any land, nor for erecting armories, arsenals, forts, fortifications, or other permanent public buildings, until the written opinion of the Attorney General shall be had in favor of the validity of the title to the land or site; nor, if the land be within any State of the United States, until a cession of the

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jurisdiction by the legislature of the State." (See joint resolution of September 11, 1841, Statutes at Large, volume 5, page 468.)

Forty acres of land at Omaha were given by the city, and I suppose that the War Department has authority to accept such a gift, and to erect thereon temporary quarters before cession of jurisdiction, and to pay for their construction out of the appropriation for construction of temporary huts, hospitals, and stables, for the present fiscal year—the appropriation usually cited as for barracks, quarters, &c.

It has, during the war, erected such buildings upon land seized, and has occupied land of necessity, without purchase of site, without cession of jurisdiction, without opinion of Attorney General as to title; in fact, without any title.

Presuming that the attention of General Sherman and of the Secretary of War has not been called to the provisions of law forbidding purchase of land, this report is respectfully submitted.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General, Brevet Major General U. S. A.

Major General J. M. SCHOFIELD,
Secretary of War.

WAR DEPARTMENT, *September* 21, 1868.

It appearing from a report of the Quartermaster General that the within action is not authorized by law, the foregoing confirmation of that action is withdrawn, and Lieutenant General Sherman is so informed this day.

J. M. SCHOFIELD,
Secretary of War.

WAR DEPARTMENT,
Washington City, September 21, 1868.

GENERAL: Your letter of September 7, informing me of the purchase of 40 acres of land, in addition to the 42 acres donated to the government at Omaha, as a site for the erection of barracks, was received on the 9th, and I had no hesitation in confirming your action, not being aware of any legal objection thereto. Your letter was referred to the Quartermaster General for report upon the money question involved. His report, a copy of which is enclosed, shows very clearly that we have no authority to make the purchase. Your action will, therefore, have to be "provisional only," subject in all respects to the approval or disapproval of Congress. I will submit the matter to Congress at its next session, and presume we may count on its approval.

I think we may regard the barracks you are building as not being of that permanent kind requiring special legislative authority. The payment, which I understand has already been made, of $8,000 for the land, will not interfere with the completion of the barracks, if that is desirable this season.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Secretary of War.

Lieutenant General W. T. SHERMAN,
Commanding Military Division of Missouri,
St. Louis, Missouri.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 28.

OBSTRUCTIONS AT HELL GATE.

LETTER

FROM

THE SECRETARY OF WAR,

IN ANSWER TO

A resolution of the House of the 14th ultimo, relative to the removal of obstructions to navigation at Hell Gate.

JANUARY 7, 1869.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT, *January* 5, 1869.

The Secretary of War, in compliance with the resolution of the House of Representatives, dated December 14, 1868, has the honor to submit the accompanying report upon the progress made in removing the obstructions to navigation at Hell Gate, in Long Island sound.

J. M. SCHOFIELD,
Secretary of War.

HEADQUARTERS CORPS OF ENGINEERS,
Washington, D. C., January 4, 1869.

GENERAL: The resolution of the House of Representatives of the 14th ultimo, requesting the Secretary of War to inform the House "what has been done toward the removal of the obstructions to navigation at Hell Gate, in Long Island sound, for which an appropriation was made at the first session of the present Congress; and also that he state who was charged with the execution of said work, what plan was adopted, what proposals or bids were made by any person or persons seeking the contract, and generally all information in his power to communicate on the subject," having been referred to these headquarters for report, is herewith returned with copies of letters dated the 19th and 21st ultimo, and accompanying papers from Brevet Major General John Newton, lieutenant colonel of engineers, to whom the work at Hell Gate has been intrusted. It is believed that the letters of General Newton and accompanying papers will fully answer the requirements of the resolution.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,
Brigadier General of Engineers Commanding.

Major General J. M. SCHOFIELD,
Secretary of War.

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NEW YORK, *December* 19, 1868.

GENERAL: In reply to the resolution of inquiry concerning operations at Hell Gate under the appropriation granted by Congress, which was introduced in the House of Representatives by the Hon. Mr. Schenck, of Ohio, I have the honor to subjoin the following recapitulation of the essential points in the history of the case.

The fact of the appropriation of $85,000 having been assigned to the removal of rocks in the East river was communicated to me by letter from headquarters corps of engineers, July 31, 1868. The bill granting the appropriation contained the following:

SEC. 2. *And be it further enacted*, That the Secretary of War shall apply the sums herein appropriated * * by contract in all cases when, in his judgment, the same can be judiciously and economically applied.

The tenor of this and previous bills, appropriating money for the improvement of rivers and harbors, showed so manifestly the intention of Congress as to the mode of conducting operations, and its preference for the contract system, when the latter could be applied, that I felt it incumbent upon me to adopt it until it were found to be a failure. On August 3d the chief of engineers approved the proposition to perform this work by contract.

The advertisement, dated August 10, appeared in New York, Boston, Philadelphia, and Chicago, calling for bids, and subsequently a short advertisement, dated August 20, was inserted in the same papers. The time of opening the bids was appointed at noon of September 21, allowing a long interval in order that persons interested should be able to comprehend fully the task to be undertaken, and to prepare and digest their plans of operations.

Each bidder was required to specify the mode he intended to follow in removing the rocks, as well as the time he demanded for such work.

I send the abstract of bids, the bids themselves having already been filed at the returns office.

Opportunity was thus offered to develop all the scientific and practical ability in the country bearing upon the subject.

I had sufficiently studied the matter to judge between different processes, and to provide a plan of operations in case that none of those presented should be adopted.

The plan accepted, that of Mr. Sidney F. Shelbourne, consisted in placing the drill and machinery upon the bottom, the motive power, water forced through a tube or hose, being supplied by steam pumps located upon a vessel above the drill. The motive power was afterwards changed by the contractor and steam employed in its stead. The rock was to be drilled by a rotating diamond *full* drill, and blasted by using charges of nitro-glycerine. The rock was to be removed by means of a machine, already successfully used for the removal of material from the bottom, the property of Morris and Cummings, of this city.

The use of drilling machinery located upon the bottom was not a novelty. In Boston harbor General Foster employed the drill invented by Mr. Townsend; this drill did its work, however, by being raised and allowed to fall. The cost of removing rock in Boston harbor, which at first was $2 70 per cubic foot, was at last reduced to $1 40 per cubic foot, agreeing very well with the rate per cubic foot as estimated in my report upon Hell Gate, viz: $1 64, taking into consideration the fact that the said report fixed this as the maximum cost, and expressed the conviction that the cost of a judicious and systematic course of operations could be materially diminished.

The attempt made by Mr. Shelbourne to drill with the diamond bitt,

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rotating rapidly, was regarded as an improvement in celerity and economy; while his project of removing the shattered débris by Morris & Cummings' machine was an undoubted improvement over any mode heretofore suggested, to my knowledge and belief.

The advantage of placing the drilling machine upon the rock itself consists in removing it as far as possible from the chances of collision from passing vessels. The machinery occupies a small space and could be adapted to nearly all irregularities of the bottom; and finally the cost is trifling, and no serious loss could be apprehended from the total demolition of one of these machines.

Other modes suggested, such as drilling from the top of a tripod, or surface of platform above the surface of water, although excellent in certain localities at Hell Gate, seemed to me too hazardous for Pot Rock and Frying Pan, directly in the channel way, and the rocks selected in the advertisement for the first trial.

The mode of blasting by placing the charges upon the rock without drilling, I consider as too uncertain in effect to be relied upon for a vast work like that necessary to be undertaken at Hell Gate.

This mode of operations has never been efficacious except against a friable rock, or when placed in crevices and under overhanging faces. Certainly where salient projections have been removed and the rock reduced to a large, uniform, and smooth surface, the only hope of surface blasting should be the slow process of pulverizing the entire surface by incessant charges.

I believe I express the unanimous judgment of all not specially interested in the process itself, when I call it a most uncertain mode of operating.

The drilling machine of Mr. Shelbourne is intended to be as nearly automatic as possible, and to dispense, except in extreme cases, with the services of a diver to set it in place. It can be reversed at any moment, and notifies those above when it has finished its work, likewise when the drill has been withdrawn, and when the time has come to change its position to a new point of the rock.

The machine seems to possess these advantages, as likewise that of drilling at the rate of one inch per minute. It has been tried upon land but not in water. The contractor has just finished it after several modifications and alterations, and proposes to commence the work of removal of the rock on Tuesday, the 22d instant.

Mr. Shelbourne's bid was about at the rate of $18 per cubic yard of rock to be removed, and the lowness of the bid was one of the most serious objections in my mind to accepting it. While I believed and am still satisfied that the work of removing the rocks at Hell Gate will be reduced to that amount, and perhaps lower, I was not satisfied with such terms in the beginning of such work, in view of the want of practical experience which nothing short of actual work at Hell Gate would furnish. I likewise stated my belief that the contractor was thoroughly in earnest and reliable, and withal intelligent.

Under such circumstances, which were freely discussed in the presence of the Chief of Engineers, he decided that the law, in its spirit, decided that the contract should be awarded to Mr. Shelbourne, and that it was scarcely legal to set aside the bids and announce to the Secretary of War that the appropriation could not be judiciously and economically applied by contract.

Letter from headquarters corps of engineers, of September 30, directed me to enter into contract with Sidney F. Shelbourne. The contract is in reality dated October 23, but the interval was by no means wasted in

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any way, Mr. Shelbourne having been duly notified to enter into contract, and being fully engaged the meanwhile in perfecting his arrangements. From September 30 the contractor has therefore been engaged in constructing the drilling machine, and, as he states in his communication, a copy of which is sent herewith, he will be ready to begin work at Hell Gate on the 22d. He has therefore been two months and 22 days engaged in perfecting his drilling apparatus.

Instead of limiting the contract to the 10th of December, according to his offer, I desired to give him the advantage of the very few working days which would remain after the setting in of winter, and limited the duration of his contract to the 15th day of January, 1869. Before that time the ice begins to drift through Hell Gate, if we can judge by the experience of the past two years. After the commencement of this drift, work in Hell Gate was supposed to become impossible for the remainder of the winter.

It is incumbent upon me, likewise, to note the fact, that during this time I have not regarded the removal of the advertised rocks, Pot Rock and Frying Pan, which form an inconsiderable portion only of the obstructions at Hell Gate, as of the greatest moment. On the contrary, if not a foot of these rocks should be removed by the term of expiration of the contract, but if the drilling machine should have proved efficient and quick in work, I would consider a point of the greatest moment to have been attained.

I remember saying to the gentlemen who visited my office that I did not demand of any one to finish the removal of the rocks by the end of the season, but that I did require the contractor to prove the efficiency of his process by that time.

Mr. Shelbourne, however, was confident; but it is impossible, if every day should prove favorable until the 15th January, for him to complete one-half of the work contracted for.

I trust, however, that he may at least prove that he can work efficiently then.

It will never be known, perhaps, whether similar delays would not have ensued from the acceptance of any other bid, except that of Mr. Maillefert, but from his process I am sure that very partial success only could have been attained.

The removal of rocks at Hell Gate is attended with peculiar difficulty. The current is extremely rapid, so that divers could not be sent down, in most places, to regulate and set the drills, except at slack-water. This fact requires that the drill should act independently of the manual assistance, and therefore peculiar and ingenious devices are required.

But the most formidable evil is the chance, unavoidable in the long run, of being collided with from the number of vessels, and daily increasing, which frequent this narrow pass. The vessels, or fixed platforms, if the latter are used, must therefore be constructed to be proof against collision, or must be surrounded by some contrivance securing them from such contingency.

It would be difficult, not to say impossible, to fix a platform in the channelway to serve as a staging to work, which should be proof against collision.

If a floating platform or vessel be anchored above the drills, to furnish to the latter steam or other motive power, the vessels could, though at considerable cost, be made proof against collision.

In conclusion, I have become nearly convinced that the contract system will never do for conducting this work. The brief sketch I have given above shows, however imperfectly, that a large outlay is necessary at the outset. The contractor under one appropriation is never certain

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of a successful bid under a succeeding grant by Congress, and hence could not be expected to make the necessary outlay to guard him efficiently against accident and delay incident to the locality and nature of the work.

The policy, on the other hand, of contracting for the whole work with one man or company, the amounts to be paid as appropriations are granted, would be the most expensive mode possible; for the contractor in his bid would take care to reimburse himself for possible delays or failures to appropriate, and the United States would lose also the advantage of economy in work, resulting from improvement of methods and mechanical appliances, which would be sure to follow a course of operations.

The small sum granted, $85,000, has not been sufficient to stimulate inventive energy—universal complaint has been made of it—and if dissatisfaction be felt at the supposed want of progress, this circumstance should be fairly weighed. If, however, it be assumed that this small grant was intended for an experiment merely, it would be fair only to await the result of the trial of the contractor's machine and method upon the Frying Pan.

Before I conclude, it is my duty to state that the contractor has, in my opinion, been faithful and energetic, and has never relaxed in his efforts to execute his work.

There are three ways of executing the work at Hell Gate: First, by placing the drill upon the bottom and supplying the motive power from a vessel moored above. This drill may be a revolving or a striking drill. The latter has been used at Boston, though upon a relatively small amount of rock; it is capable of improvement and of quicker work. The objection I had to it was principally the fact that it required a diver to set the machine each time. It could be improved to act independently of such assistance in the majority of cases. The blasted rock should not be moved by hand but by machinery, already in use, from above.

This first mode is applicable to nearly every conceivable variety of rocky bottom, and hence the necessity of perfecting it.

Another mode of drilling from a platform above water may be used when not exposed to danger of collision.

A third mode might be an iron caisson, with latticed or full sides open at top and bottom, arranged with tanks to be filled with air or water at will, which could be floated and sunk over the spot. The drills might be worked from the deck or movable platform, laid over it when at work, or else placed on the bottom. The advantage of this is in allowing communication with the drills at any moment, however strong the current might be running. Short adjustable legs are necessary to fit the inequalities of the bottom, which should be roughly levelled by blasting to clear away great inequalities. This machine is entirely practicable, and would insure quick and perfect work.

I do not speak of a fourth method which has been discussed, that of sinking a shaft and driving galleries in the large reefs and demolishing them at one explosion. The difficulties of preventing leaks and filling of the galleries with water have never, for this locality, been plausibly met.

In conclusion, I feel more convinced than ever of a successful issue to the task of removing the rocks at Hell Gate, which is independent, fortunately, of any particular contractor's success or failure.

I have the honor to be, general, your obedient servant,

JOHN NEWTON,

Lieutenant Colonel Engineers, Brevet Major General.

Bvt. Maj. Gen. A. A. HUMPHREYS,

Brigadier General and Chief of Engineers.

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P. S.—I hurried this report in compliance with your instructions, and have to regret its inartificial arrangement, as well as omission of interesting matter. It, however, seems quite sufficient for the proper understanding of the subject.

NEW YORK, *December* 21, 1868.

GENERAL: Referring to my report of the 19th instant in answer to the resolution of inquiry of the House of Representatives upon the subject of the removal of the rock at Hell Gate, I find I have omitted to state that no moneys have been paid or will be due to the contractor until he shall have removed the rock known as Frying Pan, when 90 per cent. of the contracted price will be paid; the reserved sum not to be paid until Pot Rock has been removed.

Detailed surveys of Frying Pan and Pot Rock, of the edge of Hogs Back, towards channel, and partial surveys of Wag's reef and Shelldrake, together with numerous soundings in channel, developing the existence of rocky obstructions unknown before, have been made.

I have the honor to be, general, &c.,

JOHN NEWTON,
Lieutenant Colonel Engineers, Brevet Major General.

Brevet Maj. Gen. A. A. HUMPHREYS,
Brigadier General and Chief of Engineers.

NEW YORK, *December* 19, 1868.

SIR: Your letter of the 17th instant, asking me to state what progress has been made by me towards the removal of the rocks in Hell Gate, known as Pot rock and Frying Pan, was received yesterday.

I beg to state, in reply, that my time has been entirely occupied since the contract was awarded me, on the 23d of October last, in preparing my machinery for the work. I did not anticipate so many delays and difficulties in the construction of the machinery as have been experienced and at last successfully overcome. The fact that the machinery is entirely of novel construction has necessitated many alterations and consequent delays. My machinery has at last been successfully tested in the workshop, and on Tuesday next I will proceed to move it to the place of operations and put it to work on the rocks.

I have been ready from the day the contract was awarded me to commence operations on the reefs by the method of surface blasting, had it been deemed advisable to gratify public impatience by a system so ineffective, while preparing in the meantime the machinery to do the work by drilling; but it has seemed to me that the best and most expeditious method in the end would be to commence from the first with machinery adapted to perform the work in a continuous, thorough, and expeditious manner, when I should once set about it.

Very respectfully, your obedient servant,

SIDNEY F. SHELBOURNE.

Brevet Major General NEWTON,
Corps United States Engineers.

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IMPROVEMENT OF HELL GATE, NEW YORK.

UNITED STATES ENGINEERS' OFFICE,
No. 27 West Houston street, New York, August 10, 1868.

Sealed proposals for the removal of the rocks known as "Frying Pan" and "Pot Rock," situated in Hell Gate, East river, will be received at this office until noon of September 21, 1868.

These rocks must be removed to a depth of 25 feet mean low water, and the debris deposited where the engineer may direct.

The estimated cubic contents of "Frying Pan" to be removed are 1364.8 cubic yards, over an area of 1222.2 square yards. The estimated cubic contents of "Pot Rock" to be removed are 576.1 cubic yards, over an area of 1302.2 square yards.

Bids must state separately the sums asked for the removal of Frying Pan and Pot Rock, and payment will be made when one entire rock shall be removed, amounting to the entire sum agreed upon for that rock, less a reservation of ten (10) per cent., to be paid when the entire work is done.

As new and more detailed surveys will be made of these rocks, the accepted bids may be increased or diminished in amount according as the quantity of work shown by the new surveys shall be greater or less than that deduced from existing surveys; and the amount of work in the removal of these rocks will be held to be proportional to the surface and cubic contents.

All calculations of area and cubic contents will be taken from the official maps of this office, and will be accepted as correct by both parties.

Each bid must be accompanied by a guarantee of two responsible persons that the bidder will execute a contract.

The United States reserves to itself the right of contracting for the removal of one only of these rocks, should this be deemed advisable. Proposals should be endorsed upon the envelope, "Proposals for removing rocks at Hell Gate."

Drawings of these rocks can be inspected at this office.

Proposals should state likewise the time asked for the removal of these rocks.

JOHN NEWTON,
Lieutenant Colonel Engineers, Bvt. Maj. Gen. U. S. A.

IMPROVEMENT OF HELL GATE, NEW YORK.

UNITED STATES ENGINEERS' OFFICE,
No. 27 West Houston street, New York, August 20, 1868.

For the information of those intending to bid for the removal of rocks in Hell Gate, it is necessary to state that the contract will not necessarily be assigned to the lowest or to any bidder. The time which the bidder proposes to consume in performing the work, as well as the character of his proposed mode of operations as to practicability, will likewise be considered in assigning the contract.

JOHN NEWTON,
Lieutenant Colonel Engineers, Bvt. Maj. Gen. U. S. A.

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Abstract of proposals received in answer to advertisements of August 10, and 20, 1868, for the removal of the rocks known as Frying Pan and Pot Rock, situated in Hell Gate, East river, New York; opened at 12 o'clock, noon, on September 21, 1868.

Bidders.	Amount asked for removal of—		Time asked for removal of—		Time asked to remove both rocks.	Remarks.
	Frying Pan.	Pot Rock.	Frying Pan.	Pot Rock.		
George H. Bradbury	$129,780 00	$60,480 00	Dec. 31, 1869	April 15, 1869	.....	
Sidney F. Shelbourne	24,367 09	12,498 02	.....	.....	Dec. 10, 1868	
E. R. Lowe	60,000 00	.....	.....	.....	.....	
William H. Cammeyer, Samuel Lewis, Ariel Patterson	325,000 00	175,000 00	.....	.....	Nov. 1, 1869	
John J. Flannagan	65,000 00	20,000 00	Aug. 1, 1869	Nov. 1, 1869	.....	
George E. Lincoln	45,000 00	35,000 00	.....	.....	Sept. 30, 1869	
B. Mallefett	42 50 per cubic yard.	44 28 per cubic yard.	May 1, 1869	May 1, 1869	.....	Frying Pan, $58,004; Pot Rock, $25,509 70.
A. D. Bishop	65 00 per sq. yard.	.....	.....	.....	.....	
David Babcock	153,659 00	57,500 00	.....	.....	Sept. 15, 1869	
Murphy, Pontez & Baldwin	1 60 per cubic foot.	2 00 per cubic foot.	.....	.....	July 1, 1869	Frying Pan, $58,959 36; Pot Rock, $31,109 40.

I certify that the above abstract is correct.

JOHN NEWTON, *Lieut. Col. of Engineers and Bvt. Maj. Gen. U. S. A.*

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 30.

WASHINGTON TERRITORY.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

ENCLOSING

Estimates of current expenses of the legislative assembly, &c., of Washington Territory.

JANUARY 8, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT,
Washington, January 7, 1869.

SIR: I have the honor to transmit herewith a letter received on yesterday by the Register of the Treasury, from the secretary of Washington Territory, enclosing "Estimates of the current expenses ofthe legislative assembly and secretary's office of that Territory for the fiscal year ending June 30, 1870."

Very respectfully,

HUGH McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

SECRETARY'S OFFICE,
Olympia, Washington Territory, December 1, 1868.

SIR: I have the honor to forward my annual estimate for the expenses of the legislative assembly of this Territory for the fiscal year ending June 30, 1868. I have delayed this estimate until the present time, expecting to receive the usual letter from the department requesting the same to be made.

Of the appropriation asked for it will be seen that the sum of $5,000 is intended for the payment of outstanding claims, and nearly $2,000 more to go to permanent improvements in and about the capitol building.

I am, very respectfully, your obedient servant,

E. L. SMITH,
Secretary Washington Territory.

Hon. J. A. GRAHAM,
Register of the Treasury, Washington City.

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Estimates of the current expenses of the legislative assembly and secretary's office of the Territory of Washington for the fiscal year ending June 30, 1870.

Per diem, 9 members of the council, 60 days, at $6 per day	$3,240
Per diem, 30 members of the house, 60 days, at $6 per day	10,800
Two chief clerks, 60 days, at $6 per day	720
Two assistant clerks, 60 days, at $5 per day	600
Two enrolling clerks, 60 days, at $5 per day	600
Two door-keepers, 60 days, at $5 per day	600
Two sergeants-at-arms, 60 days, at $5 per day	600
One chaplain, 60 days, at $5 per day	300
One fireman, 60 days, at $2 per day	120
Mileage, 39 members	2,600
Extra allowances to presiding officers	720
Postage of members and distribution of laws	150
Stationery bills, assembly and office	1,500
Candles and lights	300
Fuel for legislative halls, library, and office	350
Newspapers for assembly	250
Messenger for secretary's office, at $50 per month	600
Rent of secretary's office, at $35 per month	420
Salary of librarian	300
Clerical work, three months, at $100 per month	300
Iron safe for office	700
Painting and repairing capitol building*	500
New carpets and chairs for the same*	1,000
Improving capitol grounds	200
Postage for secretary's office	50
Incidental expenses, assembly and office	300
Printing laws, journals, &c.	7,000
Outstanding indebtedness	5,000
Appropriation required	39,820

Respectfully submitted:

E. L. SMITH,
Secretary Washington Territory.

OLYMPIA, WASHINGTON TERRITORY, *December* 1, 1868.

*The capitol building is in a sad state of repair, and the furniture contained therein is completely worn out. I cannot see how another assembly can meet without extensive repairs being made.

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40TH CONGRESS, 3d Session. | HOUSE OF REPRESENTATIVES. | Ex. Doc. No. 31.

APPROPRIATIONS FOR THE CREEK INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimate of appropriations required for carrying out treaty stipulations with the Creek Indians.

JANUARY 8, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, January 7, 1869.

SIR: I have the honor to transmit herewith a copy of a letter from the Commissioner of Indian Affairs, dated the 6th instant, in relation to an appropriation required to carry out the provisions of the fourth article of the treaty of June 14, 1866, with the Creek nation of Indians, in which the sum of $2,500 is asked, and an estimate for which is also transmitted herewith.

The attention of Congress is respectfully invited to the favorable consideration of the subject.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS,
Washington, D. C., January 6, 1869.

SIR: The fourth article of the treaty of June 14, 1866, with the Creeks, (see Statutes at Large, vol. 14, 787,) provides that immediately after the ratification of the treaty the United States shall ascertain the amount due the respective soldiers who enlisted in the federal army, loyal refugee Indians, and freedmen, in proportion to their several losses, and pay the amount awarded each. To do this a census of the Creeks is to be taken by the agent for said Indians, and a roll of the names of all soldiers, loyal refugee Indians, and freedmen, is to be made by him. The superintendent of Indian affairs for the southern superintendency and the agent for the Creek nation are to investigate and determine from said rolls the amounts due the respective refugee Indians, and transmit to this office, for the approval of the Commissioner of Indian Affairs and

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that of the Secretary of the Interior, their awards, together with the reasons therefor.

Delay in acting upon the provisions of said article has been caused for various reasons, but principally for want of funds to defray the travelling and other expenses that would necessarily be incurred by the agent in taking the census and preparing the roll, and by the superintendent and agent in investigating and determining from said roll the amounts due the respective refugee Indians.

Agent Dunn has submitted an estimate of funds required to pay the expense of taking such census and investigating the claims of the loyal Creeks, refugees, and freedmen, amounting to $2,960. This sum is believed to be larger than will be required for the purpose, and it is thought $2,500 will prove sufficient.

I have, therefore, caused to be prepared an estimate of appropriation required for the purposes aforesaid, and respectfully request that the same be laid before Congress for its action.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING,
Secretary of the Interior.

Estimate of appropriation required for fulfilling treaty stipulations with the Creeks, under treaty of June 14, 1866.

For this amount required to pay the expense of taking a census and investigating the claims of loyal refugee Indians and freedmen, per fourth article, treaty June 14, 1866..... $2,500

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CLAIM FOR SALVAGE AGAINST UNITED STATES STEAMER LEVIATHAN.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

The claim of the officers and crews of the United States gunboat De Soto and transport Crescent for salvage against the United States steamer Leviathan.

JANUARY 8, 1869.—Referred to the Committee on the Judiciary and ordered to be printed.

WAR DEPARTMENT,
Washington, D. C., January 6, 1869.

SIR: Claims for salvage against the United States steamer Leviathan, on the part of the officers and crews of the United States gunboat De Soto and the United States chartered armed transport Crescent, having been presented to this department, and no appropriation applicable to their payment being at my disposition, I have the honor to submit the matter for such action as Congress may deem it proper to take in the premises.

Copies of the papers pertaining to the claim are transmitted herewith. These disclose the following facts:

The Leviathan was a public vessel belonging to the quartermasters' department of the army, and was captured by a party of rebels about the 20th of September, 1863, while lying in the Mississippi river. The captors ran her out to sea. She was pursued by the United States gunboat De Soto and the United States chartered armed transport Crescent; was captured by the De Soto—the Crescent being in sight—and was brought into the port of New Orleans.

By decree of the district court at New Orleans she was, on the 14th of November, 1863, ordered to be restored to the United States on payment of costs, nothing being allowed the captors; but a libel of review being afterwards brought, the court, on the 10th of January, 1867, annulled its decree of November 14, 1863, and ordered a restitution of the Leviathan to the United States upon the payment of all costs, a fee of $250 to the attorney appointed to represent the captors, proctor's fees of $1,500, and upon the further payment by the government of the sum of $15,000—that is, $7,500 to the officers and crews of each of the capturing vessels.

Application on behalf of the officers and crew of the naval gunboat De Soto, for their share of this award, has been made to this department through the Secretary of the Navy, who writes that, in accordance with the decree of the court, it now remains for the War Department to

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deposit the amount of salvage, and remaining costs and expenses, in the treasury, to the credit of the judge of the district court at New Orleans.

The officers and crew of the quartermaster's transport Crescent have also presented their claim to the quartermaster's department.

The report of the acting Quartermaster General, (copy herewith,) of date May 11, 1867, shows that that officer was in doubt whether salvage should be paid by the United States to the officers and crews of United States vessels for rescuing a vessel belonging to the government, and the views of the Judge Advocate General, also enclosed, are to the effect that if the case had been originally referred to that bureau, it would probably have advised that the judgment of the district judge be appealed from. The question of law involved the Judge Advocate General leaves to the Attorney General, and that officer, as appears from his report of October 24, 1868, (copy herewith,) is clear that an appeal to the Supreme Court, even if made in time, would have been of no avail, and that the action of the district court must be accepted as final, the time for appeal having passed, and the law being explicit.

Upon these points he remarks that the provision of the statute in reference to appeals in prize cases from the district court to the Supreme Court is, that the appeal shall be made within 30 days of the rendering of the decree appealed from, unless the court shall have previously extended the time for cause shown; that the time for appeal has long since elapsed, and there is nothing in the papers showing an extension, and that upon the merit of the case he can see no ground for advising an appeal, even if the time had not gone by. He further remarks that it has undoubtedly been held in the English courts that salvage is not due to a national vessel for the service performed in recapturing from the enemy another vessel employed in the public service, and this rests upon the ground that the performance of such a service is in the direct line of duty of national vessels, and has been assimilated to the service rendered by one ship of war to another in battle; but that as our legislation upon the subject of "prize" does not recognize this distinction, and as in all cases of capture of vessels that belonged to the United States the statutes provide that they shall be restored to the United States, and that there shall be paid from the treasury of the United States the salvage, costs, and expenses ordered by the courts, he would have no expectation that if an appeal were allowed, (for which the time has long since elapsed,) the decree of the district court would be reversed.

Payment of these awards, it is thus seen, is imperative, and the appropriations at the control of the department being inadequate for that purpose, I recommend that an appropriation of, say, $16,000, be made to cover the amount of the award, expenses, and costs, as it appears from the papers herewith that, besides the $15,000 salvage awarded, the attorney's fee of $250, and the fee of Briggs as proctor, of $750, have not yet been paid.

I avail myself of this occasion further to suggest that it be made matter of inquiry as to whether the public advantage would not be promoted by a repeal of the statute allowing salvage to saloons of public vessels where the parties belong to the public armed service. It would seem to be of questionable justice that the United States should be called upon to pay for assistance rendered its own vessels in distress, by its own officers and crews.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Secretary of War.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives, Washington, D. C.

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CLAIM AGAINST STEAMER LEVIATHAN.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., May 11, 1867.

SIR: I have the honor to return herewith communication from the Secretary of the Navy in the case of the steamer Leviathan, referred to the Quartermaster General for report.

The Leviathan was captured by a party of rebels on or about the 20th of September, 1863. At this time she was lying in the Mississippi river, and belonged to the United States quartermasters' department.

The rebels succeeded in getting the Leviathan out into the Gulf of Mexico, when they were pursued by the United States chartered transport Crescent and the naval gunboat De Soto, Captain Walker, United States navy, and recaptured by the latter vessel, the Crescent being in sight.

It appears that the Crescent, while *en route* for Texas, armed with two 20-pounder Parrotts, and commanded by a ready and gallant man, D. D. Latham, came along soon after the capture of the Leviathan by the rebels, heard of the mishap, and started in pursuit. As she passed the guard-ship a naval officer was put on board, for what reason is not explained, unless, as Colonel Holabird suggests, "to secure the prize money." When out to sea the Crescent met the De Soto running for the pass to enter the Mississippi river, and informed her commander of what had happened, who immediately headed his ship for the rebel steamer, which he had seen a short time before, not suspecting her character. The De Soto being a deeper and swifter vessel than the Crescent, and the weather being rough, outran the Crescent and retook the Leviathan, the Crescent in sight.

Captain Walker of the De Soto brought the captured steamer to New Orleans and reported the case to the United States prize commission, who took the testimony *in preparatorio.*

Rufus Waples, esq., the district attorney, on the 29th of September, 1863, libelled the vessel as prize.

On the 9th of October, 1863, General Banks, then commanding at New Orleans, filed a claim to the vessel, asking her restitution to the government.

J. A. Rozier, esq., was appointed by the court to represent the captors. The case was brought to trial November 14, 1863, and the court ordered a restitution of the vessel to the United States, on payment of costs. Nothing was allowed the captors.

Colonel Holabird says that "when it was seen that there was positive danger of the loss of the Leviathan to the quartermasters' department, through these legal proceedings, he employed Christian Roselius, esq., to defend the Leviathan against her captors. Through his exertions the case was gained on the part of the quartermasters' department, although the United States district attorney employed extra counsel, and the United States quartermasters' department was condemned to pay costs, including the retaining fee of said assistant to United States district attorney employed against itself."

Mr. Roselius was paid $2,500 for his services by Colonel Holabird, who also paid between $400 and $500 more for costs, &c.

On January 7, 1866, Messrs. Briggs and Kellogg, representing the capturing vessels, De Soto and Crescent, commanded respectively by Captains Walker and Herrick, brought a "libel of review," praying

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the court to reverse its former decree and allow the capturing vessels salvage.

On January 10, 1867, the court annulled its decree of November 14, 1863, and gave judgment in favor of captors for $15,000, that is, $7,500 to the officers and crew of each of the capturing steamers as salvage, to be paid by the government. The court also decreed that the costs remaining due are to be paid by the United States.

These appear to be the attorney's fees	$250
Proctor's fees, $750 for each vessel	1,500
	1,750
To which add judgment in favor of captors	15,000
Making a total of	16,750

Which the honorable Secretary of the Navy requests, in accordance with decree of the court, should be deposited by the War Department in the treasury to the credit of the judge of the district court at New Orleans. While the acting Quartermaster General does not object to satisfying the decree of the court in the matter of paying the amount of costs of the suit respecting salvage, yet it is questionable in his mind whether salvage should be paid by the United States to the officers and crews of United States vessels for rescuing a vessel belonging to the government. The acting Quartermaster General would respectfully refer this matter to the Secretary of War for further instructions. The papers in the case are herewith respectfully returned.

I am, very respectfully, your obedient servant,

D. H. RUCKER,
Acting Quartermaster General United States Army.

Hon. E. M. STANTON,
Secretary of War.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., March 29, 1864.

SIR: I have the honor to enclose extracts from a report of Colonel S. B. Holabird, chief quartermaster department of the Gulf, New Orleans, Louisiana, dated November 10, 1864, relative to the capture and recapture of the United States steamer Leviathan, with the subsequent proceedings, and would respectfully suggest that the attention of the proper officers of the government be called to the action of the legal and naval officers in the case.

It is stated that the United States district attorney appeared against the government, and the proceedings of the naval officers, if as reported, were not well calculated to protect or advance the interests of the United States.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General.

Hon. EDWIN M. STANTON,
Secretary of War, Washington, D. C.

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THIRD DIVISION, QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., June 19, 1867.

SIR: I have the honor to return herewith the communication of Mr. C. S. Kellogg, dated January 8, 1867, relative to his claim for fees as proctor in the case of the officers and crew of the United States steamer Crescent, for salvage for the steamer Leviathan, amounting to $750.

A full report in this case was made by the acting Quartermaster General on the 11th of May last, a copy of which is herewith respectfully enclosed, in which the matter was referred to the Secretary of War for further instructions relative to the payment of salvage awarded the captors, and the costs of the suit, amounting in the aggregate to $16,750, since which time no reply has been received.

I am, very respectfully, your obedient servant,

D. H. RUCKER,
Acting Quartermaster Gen'l, Brevet Major Gen'l U. S. Army.

Hon. EDWIN M. STANTON,
Secretary of War, Washington, D. C.

NEW ORLEANS, *June* 8, 1867.

SIR: In the case of Edward Herrick, officers and crew of the United States steamer Crescent, intervener for salvage in the case of the United States *vs.* the Leviathan, decided in the United States district court for the district of Louisiana, January 10, 1867, there was awarded to me, as proctor for salvors, by said court, a fee of $750. Copies of the decree awarding salvage and my fee were some few months since sent both the Hon. Secretary of the Navy and Hon. Secretary of the Treasury. I first addressed a note for my fee to the Hon. Stephen J. W. Tabor, Fourth Auditor. He referred me to the Hon. Secretary of the Navy. The Hon. Secretary of the Navy has referred me to you, as will be noticed by his letter here enclosed.

I therefore respectfully request that I may receive from you said fee of $750.

I have the honor to remain your obedient servant,

C. S. KELLOGG, *Proctor.*

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

WASHINGTON, D. C., No. 20 FOUR-AND-A-HALF STREET,
April 7, 1868.

SIR: C. S. Kellogg, attorney-at-law of New Orleans, Louisiana, was allowed a fee of 10 per centum of $7,500, by order of the United States court in Louisiana, for his services as proctor in the case of the steamboat Leviathan, a case which came under the department of the Quartermaster General. To my application there I received a reply dated 4th instant, saying that the matter had been referred for action to the Secretary of War.

I respectfully ask to be informed what action has been had in the matter, and

I remain, very respectfully, your obedient servant,

THOMAS J. DURANT.

Hon. EDWIN M. STANTON,
Secretary of War.

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WAR DEPARTMENT,
BUREAU OF MILITARY JUSTICE,
September 3, 1867.

Respectfully returned to the Secretary of War.

The question understood to be herein referred to this bureau is that of the payment to Mr. C. S. Kellogg, attorney, &c., of the sum of $750, awarded to him by the United States district judge, at New Orleans, as a proctor's fee in the case of the steamer Leviathan. Mr. Kellogg represented in the case the officers and crew of the United States chartered transport Crescent, who, in conjunction with those of the United States naval vessel DeSoto, libelled the Leviathan for salvage, the two former vessels having recaptured the latter from the rebels in September, 1863. The final decree of the district court in the case is dated on January 10 last. It awarded salvage to the two sets of captors of $7,500 to each, fees of $750 to the proctor of each, and other costs to the amount of $250, making in all a judgment of $16,750. The facts in the case were reported in full from the Quartermaster General's department (to which the Leviathan belonged) to the Secretary of War, on May 11, 1867, and in this report the Quartermaster General raises the question whether salvage should be paid by the United States to the officers and crews of United States vessels for rescuing a vessel belonging to the government, and he concludes by referring the matter to the Hon. Secretary for further instructions.

Upon this report it does not appear that any action has been taken. This bureau, indeed, would be inclined to hold that salvage was not payable under the circumstances, and, if the case had been originally referred to it, would probably have advised that the judgment of the district judge be appealed from. The law question involved, however, is one for the consideration of the Attorney General rather than of this office, and a reference of the case to that officer, if such reference has not already been made, would be recommended. In regard to the claims of Mr. Kellogg, it can only be said, that if it should be determined to acquiesse in the judgment of the district court, his fee as proctor having been judicially awarded, might probably well be deemed a reasonable one under the circumstances, and therefore proper to be paid. If, on the other hand, it should be decided to appeal from said judgment, the disposition of the claim of Mr. Kellogg would, of course, have to await the final issue of such proceeding.

J. HOLT,
Judge Advocate General.

[Endorsement.]

BUREAU OF MILITARY JUSTICE,
October 31, 1867.

Respectfully returned.

This case having been referred to the Attorney General, and he having in effect expressed the opinion that under the circumstances acquiescence in the judgment of the United State district court is inevitable, a payment of the proctor's and other fees awarded would seem to be proper and necessary.

J. HOLT.

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ATTORNEY GENERAL'S OFFICE,
October 24, 1867.

SIR: I have had under consideration your letter of September 30, and the paper enclosed in it, relating to the case of the United States against the steamer Leviathan.

The facts appear to be as follows: The steamer Leviathan, a public vessel belonging to the quartermasters' department of the army, was captured by a party of rebels about the 20th of September, 1863, while she was lying in the Mississippi river. The captors ran out to sea with her, hoisting the confederate flag. She was subsequently recaptured by the United States naval gunboat De Soto and the United States chartered armed transport The Crescent, and brought into the port of New Orleans for adjudication. I find that the decree of the district court, rendered on the 10th of January, 1867, restored the vessel to the government, and awarded salvage to each of the recapturing vessels of $7,500.

You request me to instruct the United States district attorney for the district of Louisiana "to institute the proper proceedings for an appeal of the case to the Supreme Court, if, in [my] judgment, such appeal ought to be made, and it be not too late."

1st. The provision of the statute in reference to appeals in prize causes from the district court to the Supreme Court is, that the appeal "shall be made within 30 days of the rendering of the decree appealed from, unless the court shall previously have extended the time, for cause shown in the particular case." As the time for appeal has long since elapsed, and there is nothing in the papers showing an extension of the time, it is now too late to take an appeal.

2d. But upon the merits of the case I can see no ground for advising an appeal, even if the time had not elapsed. The question arises upon a doubt suggested by the acting Quartermaster General and the Judge Advocate General that salvage was not properly allowable in this case, because the recapture was made by public vessels of the United States of a public vessel which had been theretofore captured by the rebels.

It has, undoubtedly, been held in the English courts that salvage is not due to a national vessel for the service performed in recapturing from the enemy another vessel employed in the public service; and this rests upon the ground that the performance of such a service is in the direct line of duty of national vessels, and has been assimilated to the service rendered by one ship-of-war to another in battle. But our legislation upon the subject of prizes does not recognize this distinction. In all cases of capture of vessels that belonged to the United States the statutes provide that they shall be restored to the United States, and that there shall be paid from the treasury of the United States the salvage costs and expenses ordered by the court. At one time our statutes distinguished as to the amount of salvage payable to the recaptors of a United States vessel, giving one moiety as salvage in all cases where the recapture was made by a private vessel of the United States, and one-fourth of the value when the recapture was made by a public armed vessel of the United States; but this distinction is now abolished, and all cases of recapture put upon the same footing.

With the views which I entertain in this case I should have no expectation, if an appeal were allowed, that the decree of the district court would be reversed; and in a late case the Supreme Court of the United States admonished counsel that an appeal "should never be prayed

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without some expectation of reversal." As at present advised, I do not feel authorized to direct this appeal.

The papers are herewith returned.

I have the honor to be, with great respect,

HENRY STANBERY,
Attorney General.

General GRANT,
Secretary of War ad interim.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., January 22, 1868.

SIR: I have the honor to return herewith communication of W. G. Chapman, dated June 15, 1868, inquiring the cause of delay in the payment of salvages for the capture of the steamer Leviathan.

In reply I would respectfully invite your attention to the enclosed copies of reports of the Quartermaster General to the Secretary of War, dated May 11 and June 19, 1867, which contain a full history of the capture of this vessel.

The papers in the case were transmitted to the Secretary on the 11th of May, 1867, and have not yet been returned.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General, Brevet Major General U. S. A.

Brevet Maj. Gen. J. M. SCHOFIELD,
Secretary of War.

NEW YORK, *August* 4, 1868.

SIR: Will you please inform me if the $15,000 salvage money allowed for the capture of the United States steamer Leviathan by the steamer De Soto has been paid over to the Navy Department yet.

I am, sir, very respectfully, your obedient servant,

WM. G. CHAPMAN,
283 *Washington street, New York.*

Hon. SECRETARY OF THE WAR DEPARTMENT,
Washington, D. C.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., August 10, 1868.

GENERAL: I have the honor to transmit herewith letter of William G. Chapman, dated August 4, 1868, inquiring if the salvage for the capture of the steamer Leviathan by the De Soto has been paid over to the Navy Department, which has been referred to the Quartermaster General for report.

In reply I would respectfully invite your attention to the enclosed copy of my report of the 22d June last, from which it appears that all the papers in the case were forwarded to the Secretary of War on the 11th of May, 1867, and have not since been returned; neither has this office been informed of the action taken in the premises.

I have the honor to be, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General, Brevet Major General U. S. A.

Brevet Maj. Gen. J. M. SCHOFIELD,
Secretary of War, Washington, D. C.

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District court of the United States of America for the district of Louisiana, holding session in the city of New Orleans—November term, A. D. 1866 and 1867.

NEW ORLEANS, *Tuesday, 12th day of February*, 1867.

Court met pursuant to adjournment. Present, the Hon. Edward H. Durell, judge.

UNITED STATES *vs.* STEAMER LEVIATHAN. } No. 7713.

Ordered, That a fee of 10 per cent. on $7,500 be allowed to E. Briggs, esq., proctor of A. Thomas Bradley, administrator of W. M. Walker, deceased, late commander of the United States sloop-of-war De Soto, claiming on behalf of said Walker, and on behalf of the officers and crew of said sloop, and another fee of 10 per cent. on $7,500 to C. S. Kellogg, proctor of Edward Herrick, late acting master of the navy of the United States, and at the time of the recapture of the Leviathan in command of the armed transport Crescent, claiming on his own behalf and on behalf of his officers and crew.

CLERK'S OFFICE, *March* 18, 1867.

A true extract from the minutes.

[SEAL.] K. LOEW, *Deputy Clerk.*

NAVY DEPARTMENT,
Washington, May 4, 1867.

SIR: I have the honor to transmit herewith a copy of a letter from the United States district attorney at New Orleans, dated the 27th ultimo, relative to the steamer Leviathan, and also a copy of the final decrees of the court in the case, by which it appears that the vessel belonged to the quartermasters' department of the army; was seized by a party of rebels who ran off with her, and that she was afterwards captured by the steamer De Soto and the armed transport Crescent; that she was libelled in court as prize, and a decree of restitution of the vessel to the United States rendered; that the decree was reconsidered and annulled, and salvage amounting to $7,500 was awarded to each vessel, said amount, as well as the remaining costs and expenses, to be paid by the United States.

In accordance with the decree of the court, it now remains for the War Department to deposit the amount of salvage and the remaining costs and expenses in the treasury to the credit of the judge of the district court at New Orleans, and I respectfully request that early action be taken in the case.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

OFFICE UNITED STATES DISTRICT ATTORNEY,
New Orleans, April 27, 1867.

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant relative to the case of the Leviathan.

The steamer Leviathan was captured by a party of rebels on or about

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the 20th of September, 1863. She was at the time of her capture lying in the Mississippi river, and in the possession of the United States quartermasters' department. They succeeded in getting out into the Gulf of Mexico, when they were pursued by the De Soto, Captain Walker, United States navy, commanding, and they, together with the vessel, were captured and brought to this port. Captain Walker reported the case to the United States prize commissioner, who took the testimony *in preparatorio*. Rufus Waples, esq., then district attorney, on the 29th of September, 1863, libelled the vessel as prize.

On the 9th of October, 1863, General Banks, then commanding here, filed a claim to the vessel, asking her restitution to the government. J. A. Rozier, esq., was appointed to represent the captors. The case was brought to trial on the 14th of November, 1863, and the court ordered a restitution of the vessel to the United States on payment of costs. Nothing was allowed to the captors. On the 7th of January, 1866, Messrs. Briggs and Kellogg, representing the capturing vessels De Soto and Crescent, commanded respectively by Captains Walker and Herrick, brought a libel of review, praying the court to reverse its former decree and allow the capturing vessels salvage. On the 10th of January, 1867, the court annulled its decree of November 14, 1863, and gave judgment in favor of captors for $15,000, that is, $7,500 to the officers and crews of each of the capturing vessels as salvage, to be paid by the government, and also taxed a fee of $750 to each of the proctors, Briggs and Kellogg, also to be paid by the government. At the time of the vessel's restitution to the government in 1863, part of the costs of the court then due was paid by the quartermasters' department. The costs yet remaining due are to be paid by the United States. The vessel has been in the possession of the government since her capture by Captains Walker and Herrick. The amount allowed as salvage, $15,000, is one-fourth the appraised value of the vessel.

Very respectfully, your obedient servant,

SAMUEL H. TORREY,
United States District Attorney.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

I have noted your reference to the last sentence of the fourth section of the prize act of June 30, 1864, and will follow its instructions.

S. H. T.

District court of the United States of America, for the district of Louisiana, holding session in the city of New Orleans, November term, A. D. 1867.

NEW ORLEANS, *Thursday, January* 10, 1867.

UNITED STATES *vs.* STEAMER LEVIATHAN. } No. 7,713.

Court met pursuant to adjournment. Present, the Hon. Edward H. Durell, judge.

For reasons orally assigned, and the court, on a reconsideration, being satisfied that the claims of the salvors are fully sustained by the pleadings and the evidence on file, it is ordered, adjudged, and decreed that the decree

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herein rendered on the 14th November, 1863, be set aside and annulled. And it is now ordered, adjudged, and decreed that, in accordance with the policy of the statute of the 3d March, 1862, there be judgment decreeing a restitution of the steamer Leviathan to the United States upon the payment of all costs, and a fee of $250 to the attorney appointed to represent the captors, upon the further payment of the sum of $7,500 to A. Thomas Bradley, administrator of William M. Walker, deceased, late commander of the United States sloop of war De Soto, claiming on behalf of the said William M. Walker, and on behalf of the officers and crew of said sloop of war De Soto, and upon the further payment of the sum of $7,500 to Edward Herrick, late acting master of the navy of the United States, and at the time of the recapture of the Leviathan in command of the armed transport Crescent, claiming on his own behalf and on behalf of his officers and crew.

CLERK'S OFFICE, *March* 18, 1867.

True extract from the minutes.
[SEAL.] K. LOEW, *Deputy Clerk.*

NAVY DEPARTMENT, *Washington, June* 1, 1867.

SIR: I am directed by the Secretary of the Navy to inform you, in reply to your letter of the 20th ultimo, that the steamer Leviathan having been turned over to the quartermasters' department of the army, to which she belonged at the time of her seizure by the rebels, the case was referred to the Secretary of War for the payment of the salvage money and costs and expenses, those being the conditions upon which the vessel was restored, and that your application for the payment of the fee awarded you by the court should be addressed to him.

Very respectfully,

WILLIAM FAXON,
Assistant Secretary of the Navy.

C. L. KELLOGG, Esq.,
New Orleans, Louisiana.

Contingencies of the Army.

The UNITED STATES to C. S. KELLOGG, esq., attorney at law, Dr.

For amount of fee as proctor of Edward Herrick, late acting master of the navy, United States, at the time of the recapture of the Leviathan, in command of the transport Crescent, as decreed by the United States district court, for the district of Louisiana, February 12, 1867, in the case of the United States *vs.* Steamer Leviathan, approved by the Secretary of War July 29, 1868, on report of board of claims, War Department of same date, as per papers herewith..... $750

TREASURY DEPARTMENT, SECOND AUDITOR'S OFFICE,
September 9, 1868.
M. M. SIMS.

TREASURY DEPARTMENT, SECOND COMPTROLLER'S OFFICE,
September 10, 1867.
F. A. JENNINGS.

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[Extract.]

OFFICE CHIEF QUARTERMASTER DEPARTMENT OF THE GULF,
New Orleans, March 10, 1868.

GENERAL: The Leviathan when captured was at the Pilot Town wharf, head of the passes, about 3 o'clock in the morning. The vessel was under the guns of the guard-ship, had the usual watch, and had gone to that point for coal and security. Suddenly three men rushed from cover near the boat with new English revolvers in their hands, grabbed the watchmen and put the cocked pistols at their ears to shut their mouths. Others instantly followed, amounting to 16 or 18, and compelled them to point out the captain's room. Meanwhile the captain had got out, raised by the noise, and one of the party instantly fired at him some three shots, but artful dodging seemed to have saved him.

He was surrounded, seized, handcuffed, as were the other officers and pilot. The captain and mate were shut in their rooms, with a man to shoot each if he stirred or made a noise; pistols were used to persuade the engineers and pilot to take the vessel out on the Pass à Loutre bar. Steam was raised and the vessel under way in an hour.

The guard-ship gave no sign of life until a howitzer from Pilot Town had aroused them, when three ineffectual shots were thrown after the receding vessel.

Had the Leviathan accidentally struck the bar the pilot would probably have been murdered and thrown overboard. The confederate flag was hoisted from the first, and kept flying until the vessel was recaptured.

In going out over the bar the Leviathan passed within hail of a naval armed vessel; was hailed and ordered to stop, and did so until preparations were made for lowering a boat, when she went ahead with all steam and unharmed. When out of sight of land it was resolved to cut adrift the small boat in tow. The captain, mate, and pilot preferred their chances in it to the risk of southern imprisonment. The mate and pilot jumped in while the captain was getting something to take with him, and as he returned and before he could get in, it being rough, the smoke of a steamer was observed, and an excited rebel seized an axe and cut the painter, and McKeigo remained a prisoner with his captors, who were in anything but a favorable frame of mind towards him, as his negro commission in the Corps d'Afrique was discovered among his papers. The lousy captors refitted themselves in the captain's and other officers' clothes, and were congratulating themselves upon their success when the smoke of a steamer was observed in their wake. This was the chartered quartermasters' steamer Crescent en route for Texas, armed with two 20-pounder Parrotts, and commanded by a ready and gallant man, D. D. Latham. He came along soon after daylight, heard the mishap, and started in pursuit; the vigilant guard-ship, with great foresight, putting a naval officer on board to secure the prize money. Before making out the Leviathan the Crescent met the De Soto running for the pass to enter the Mississippi river; hailed Commander Walker and asked had he seen the fugitive vessel; he had; was informed what had happened, came about and went after the prize. The weather was rough, the De Soto, a deeper and swifter vesel, outran the Crescent, coming in ahead and retaking the Leviathan with the Crescent in sight.

When the engineer of the Leviathan saw there was a good energetic pursuit, by some hocus-pocus with the boiler he lamed the Leviathan very considerably, and thus greatly aided the recapture, for which he received little consideration.

The Leviathan was brought back by a prize crew, anchored in the

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middle of the river at New Orleans, and held as a prize to the De Soto, libelled, and the usual formalities proceeded with under the energetic supervision (apparently) of Commander Walker. This department was deprived of the use of the vessel, the grounds upon which she was held seemed remarkable, and I made preparations to resist the claim.

* * * * * *

I received an order from the commanding general to employ Christian Roselius, esquire, to defend the Leviathan against her captors when it was seen that there was positive danger of her loss to the quartermasters' department.

Mr. Roselius handled the case with his usual ability, won the cause, although the United States district attorney employed extra counsel, and the United States quartermasters' department was condemned to pay costs, including the retaining fee of said assistant to United States district attorney employed against itself. Mr. Roselius charged $2,500, which was paid by me, as will appear by my accounts, with all accompanying papers and documents. The costs were between $400 and $500, if I recollect aright, also paid by myself.

With great respect, your obedient servant,

S. B. HOLABIRD,
Colonel, Chief Quartermaster.

M. C. MEIGS, *Quartermaster General.*

True copy:

GEO. D. WISE,
Bvt. Brig. Gen. A. Q. M.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., May 11, 1867.

SIR: I have the honor to return herewith communication from the Secretary of the Navy in the case of the steamer Leviathan, referred to the Quartermaster General for report.

The Leviathan was captured by a party of rebels on or about the 20th of September, 1863. At this time she was lying in the Mississippi river, and belonged to the United States quartermasters' department.

The rebels succeeded in getting the Leviathan out into the Gulf of Mexico, when they were pursued by the United States chartered transport Crescent and the naval gunboat De Soto, Captain Walker, United States navy, and recaptured by the latter vessel, the Crescent being in sight.

It appears that the Crescent en route for Texas, armed with two 20-pounder Parrotts, and commanded by a ready and gallant man, D. D. Latham, "came along soon after the capture of the Leviathan by the rebels, heard of the mishap and started in pursuit." As she passed the guard-ship a naval officer was put on board, for what reason is not explained, unless, as Colonel Holabird suggests, "to secure the prize money." When out to sea, the Crescent met the De Soto running for the pass to enter the Mississippi river, and informed her commander of what had happened, who immediately headed his ship for the rebel steamer which he had seen a short time before, not suspecting her character. The De Soto being a deeper and swifter vessel than the Crescent, and the weather being rough, outran the Crescent and retook the Leviathan, the Crescent in sight.

Captain Walker, of the De Soto, brought the captured steamer to New

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Orleans and reported the case to the United States prize commissioner, who took the testimony *in preparatorio*.

Rufus Waples, esq., the district attorney, on the 29th of September, 1863, libelled the vessel as prize. On the 19th of October, 1863, General Banks, then commanding at New Orleans, filed a claim to the vessel, asking for her restitution to the government. J. A. Rozier, esq., was appointed by the court to represent the captors. The case was brought to trial November 14, 1863, and the court ordered a restitution of the vessel to the United States on payment of costs. Nothing was allowed the captors.

Colonel Holabird says that when it was seen that there was positive danger of the loss of the Leviathan to the quartermasters' department through these legal proceedings, he employed Christian Roselius, esq., to defend the Leviathan against her captors. Through his exertions the case was gained on the part of the quartermasters' department, although the United States district attorney employed extra counsel, and the United States quartermasters' department was condemned to pay costs, including the retaining fee of said assistant to United States district attorney employed against itself. Mr. Roselius was paid $2,500 for his services by Colonel Holabird, who also paid between $400 and $500 more for costs, &c.

On the 7th of January, 1866, Messrs. Briggs and Kellogg, representing the capturing vessels De Soto and Crescent, commanded respectively by Captains Walker and Herrick, brought a "libel of review," praying the court to reverse its former decree and allow the capturing vessels salvage. On the 10th of January, 1867, the court annulled its decree of November 14, 1863, and gave judgment in favor of captors for $15,000, that is, $7,500 to the officers and crew of each of the capturing steamers, as salvage, to be paid by the government. The court also decreed that the costs also remaining due are to be paid by the United States. These appear to be—

The attorneys' fees	$250
Proctor's fees, $750 for each vessel	1,500
To which add judgment in favor of captors	15,000
Making a total of	16,750

Which the honorable Secretary of the Navy requests, in accordance with decree of the court, "should be deposited by the War Department in the treasury to the credit of the judge of the district court at New Orleans."

While the acting Quartermaster General does not object to satisfying the decree of the court in the matter of paying the amount of costs of the suit respecting salvage, yet it is questionable in his mind whether salvage should be paid by the United States to the officers and crew of United States vessels for rescuing a vessel belonging to the government. The acting Quartermaster General would respectfully refer the matter to the Secretary of War for further instructions. The papers in the case are herewith respectfully returned.

Very respectfully, your obedient servant,

D. H. RUCKER,
Acting Quartermaster General, Brevet Maj. Gen. U. S. Army.

Hon. E. M. STANTON,
Secretary of War.

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WAR DEPARTMENT,
OFFICE OF THE BOARD OF CLAIMS,
Washington, D. C., July 29, 1868.

(In the matter of the claim of C. S. Kellogg, for $750 and proctor's fees, in the case of the steamer Leviathan, libelled as prize in the United States district court for the district of Louisiana.)

To the Secretary of War:

In September, 1863, the steamer Leviathan, a vessel belonging to the United States quartermasters' department, while lying in the Mississippi river near its mouth, was captured by a party of rebels who boarded her from the shore. The rebels succeeded in getting the steamer over the bar into the Gulf of Mexico. The United States chartered transport Crescent, armed with two 20-pound Parrotts, came along soon after, and its commander having been informed of the seizure of the Leviathan, started in pursuit—first stopping at the guard-ship to have a United States naval officer put on board.

When at sea the Crescent met the United States sloop-of-war De Soto and informed her commander of what had happened. The De Soto promptly joined in the pursuit, and being a swifter vessel than the Crescent passed the latter and recaptured the Leviathan; the Crescent being, however, in sight.

The rescued vessel was taken into the port of New Orleans and libelled as prize. On the 14th November, 1863, the United States district court for the district of Louisiana decreed the restitution of the vessel to the United States on payment of costs; allowing nothing to the captors by way of salvage.

On the 10th of January, 1867, however, the court annulled its former decree and gave judgment restoring the vessel to the government and awarding $7,500 as salvage to each of the recapturing vessels. The court further decreed the payment by the United States of $750 and proctor's fees for each vessel and $250 other costs, making a total of $16,750.

On the 4th of May, 1867, the honorable Secretary of the Navy addressed a communication to the Secretary of War, reciting the facts in the case and reminding the Secretary of War that it remained for the War Department to deposit the amount of salvage and the remaining costs and expenses in the treasury to the credit of the judge of the district court at New Orleans.

The money has not yet been deposited, the War Department not being satisfied that the recapture by United States vessels of another vessel of the United States seized by the enemy entitles the recaptors to salvage, and holding the matter in abeyance until that question has been investigated and determined.

This is the question involved in the claim now under consideration, and upon its disposition, therefore, depends the question of the payment of the whole sum awarded by the district court, viz: $16,750.

The claimant seeks to recover the fees allowed him by the court as proctor on the part of the Crescent. The papers in the case were referred to the Quartermaster General, who declined to recommend payment of the claimant's demand, because he questioned whether salvage should be paid by the United States to the officers and crews of United States vessels for rescuing a vessel belonging to the government.

On the 30th of September, 1867, the Secretary of War transmitted the papers to the Attorney General, requesting him to direct that an appeal be taken from the decision of the district court to the Supreme

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Court of the United States, if, in his judgment, such appeal ought to be made.

The Attorney General replied, October 24, that it was too late to take the appeal, and that, even if that were not the case, he should have no expectation that the decree of the district court would be reversed. He admits that by the English law, salvage is not due to a national vessel for the service performed in recapturing from the enemy another vessel employed in the public service, since that is a national duty, but thinks our legislation upon the subject of prize does not recognize this distinction. In all cases of capture of vessels that belonged to the United States the statutes provide that they shall be restored to the United States, and that there shall be paid from the treasury of the United States the salvage, costs, and expenses ordered by the court.

Upon a reference of the whole subject to the Sudge Advocate General, that officer reported that he could see no remedy, under the circumstances, but to pay the claim.

This subject was submitted to General Grant, who was under the impression that he would make it an occasion of an appeal to Congress; perhaps not so much with the expectation of any remedy in the particular case, as with reference to calling the attention of Congress to the condition of the law upon the subject.

The law of the case being officially stated by the Attorney General, and the fact sufficiently authenticated, the board, with the Judge Advocate General, express the opinion that, under the circumstances, acquiescence in the judgment of the district court is inevitable, and the payment of the proctor's and other fees awarded would seem to be proper and necessary.

JAS. A. HARDIE,
Brevet Major General, President Board of Claims.

GEO. GIBSON,
Brevet Lieut. Col. U. S. A., Recorder of Board, Army Contingencies.

Proctor's fees only to be paid at present.

Approved:

J. M. SCHOFIELD,
Secretary of War.

WAR DEPARTMENT, *July* 29, 1868.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., June 19, 1867.

SIR: I have the honor to return herewith the communication of Mr. C. S. Kellogg, dated January 8, 1867, relative to his claim for fees as proctor in the case of the officers and crew of the United States steamer Crescent, for salvage of the steamer Leviathan, amounting to $750.

A full report of this case was made by the acting Quartermaster General on the 11th of May last, a copy of which is herewith respectfully enclosed, in which the matter was referred to the Secretary of War for further instructions, relative to the payment of salvage awarded the captors, and the costs of the suit, amounting in the aggregate to $16,750, since which time no reply has been received.

I am, very respectfully, your obedient servant,

D. H. RUCKER,
Acting Quartermaster General, Brevet Maj. Gen. U. S. A.

Hon. EDWIN M. STANTON,
Secretary of War, Washington, D. C.

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NEW YORK, *June* 15, 1868.

SIR: Will you please inform me what is the cause of the delay, and when the salvage money is to be paid into the Treasury Department for the steamer Leviathan, captured by the United States steamer De Soto, September 22, 1864.

The War Department was to deposit $15,000 into the treasury to be paid to captors. By informing me you will much oblige.

I am, sir, very respectfully, your obedient servant,

W. G. CHAPMAN,
283 *Washington Street, New York.*

Hon. SECRETARY OF WAR,
Washington, D. C.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., June 22, 1868.

SIR: I have the honor to return herewith communication of W. G. Chapman, dated June 15, 1868, inquiring the cause of delay in the payment of salvage for the capture of the steamer Leviathan.

In reply I would respectfully invite your attention to the enclosed copies of reports of the Quartermaster General to the Secretary of War, dated May 11 and June 19, 1867, which contains a full history of the capture of this vessel.

The papers in the case were transmitted to the Secretary on the 11th of May, 1867, and have not yet been returned.

I am, very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General, Brevet Major General U. S. A.

Brevet Maj. Gen. J. M. SCHOFIELD,
Secretary of War.

WAR DEPARTMENT,
Washington, D. C., November 28, 1868.

SIR: My attention having been drawn to your letter of the 4th of May, 1867, referring to an amount of salvage awarded in the case of the Leviathan by a decree of the United States district court at New Orleans to the naval gunboat De Soto and the military transport Crescent, and suggesting, with a request for early action, that the amount of the award be deposited by the War Department in the United States treasury to the credit of the district court in New Orleans, so as to be available for distribution, I have the honor to inform you, hereupon, that there has not been found, as yet, any appropriation at the disposal of the War Department deemed properly applicable to that purpose.

At as early a period as practicable after the assembling of Congress, measures will be taken to have the subject brought to its attention, with a view to such action as the circumstances, in its judgment, seem to call for.

I have the honor to be, sir, very respectfully, your obedient servant,

J. M. SCHOFIELD,
Secretary of War.

Hon. SECRETARY OF THE NAVY.

(Papers in this case sent to the Second Auditor Treasury Department.)

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 33.

POSTAGE STAMPS.

LETTER

FROM

THE POSTMASTER GENERAL,

IN ANSWER TO

A resolution of the House, of 14th ultimo, transmitting advertisements of proposals, contract, and correspondence relative to postage stamps.

JANUARY 8, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

POST OFFICE DEPARTMENT,
January 7, 1869.

SIR: In response to the resolution of the House of December 14, "that the Postmaster General be directed to communicate to this house a copy of the advertisement for proposals for furnishing postage stamps; also copies of the several bids offered therefor, together with the decision of the department thereon," I have the honor to transmit herewith—

A. Copy of advertisement for proposals, and of the proposals received for furnishing this department with postage stamps;

B. Copy of report of committee to examine specimens of stamps, and of order accepting the proposal of the National Bank Note Company.

C. Copies of letters referring to bids, and of protests against making award.

The specimens submitted of the respective bidders are quite voluminous. Copies cannot be transmitted. No correct judgment can be formed of them without inspection. The specimens of stamps presented at low prices are very inferior in quality. Among them are photographs. The specimens of work presented have been and are at all times open to inspection. They cannot be conveniently removed from the department. I respectfully request that the committee of Congress, and all members of Congress, call at the department and make thorough examination of the specimen stamps. The determination of the department in this case was wisest and best for the public service.

Very respectfully, your obedient servant,

ALEX. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

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A.

Proposals for postage stamps.

POST OFFICE DEPARTMENT, *June* 22, 1868.

Proposals will be received until 12 m. of July 22, next, for furnishing postage stamps for a term of four years, commencing 22d of September next.

Bidders will state the price per thousand stamps, deliverable in packages of ten thousand each at the Post Office Department in Washington.

Also, the price per thousand, in similar packages, deliverable to the agent of the department at the place of manufacture.

Also, the price per thousand, delivered in larger packages, as required, either at the department or place of manufacture.

Also, the price per thousand, separated in such quantities as may be daily ordered for the use of post offices, never less than two hundred stamps, and securely packed in tin cases, suitable binders'-board boxes, with muslin or other equally strong covers, or in suitable envelopes, according to the quantity and distance to be conveyed, as may be required by the department, stating the difference, if any, between the cost of delivery to an agent at the place of manufacture and at Washington, D. C. All such packages before mailing to be re-examined and recounted by an agent of this department.

Bidders will also give the additional cost for directing packages for mails and preparing blank receipts, under the direction of an agent of the department, either at the department or manufactory.

Proposals must be made for the stamps in sheets perfectly gummed and perforated in such manner that each separate stamp can be readily detached and used.

The denominations of stamps now in use are one cent, two cents, three cents, five cents, ten cents, twelve cents, fifteen cents, twenty-four cents, thirty cents, and ninety cents; and five cents, ten cents, and fifteen cents for periodicals. The superficies of the periodical stamps will be about ten times that of the letter stamps. On all of the stamps the denomination must be given distinctly in figures as well as letters, and the whole work must be executed in the best style.

The stamps must be prepared in such a manner that any attempt to remove them from a letter or packet will so mutilate them as to render them useless.

Special proposals for stamps on embossed paper as now in use are invited.

The whole number of stamps furnished to the department during the year ending the 30th of June, 1867, was 371,599,605.

From past experience it is supposed that the number of packages mailed will average above 200 daily, varying in size from two half-sheets or 200 stamps up to 500 half-sheets or 50,000 stamps; but by far the larger proportion of packages contain not more than 20 half-sheets or 2,000 stamps.

Each bid is to be accompanied with a specimen of the style of engraving and quality of the paper to be furnished, which will be submitted to competent persons, to be selected by the Postmaster General, for examination; and the accepted bidder, before the final consummation of a contract, will be required to prepare designs and furnish proof impressions of the engravings of the several denominations of stamps. There should be variety in the sizes as well as the designs of the stamps.

Specimens of boards and tin boxes and envelopes for the transmission of stamps must also be submitted with each bid. It is necessary

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to protect the boxes by muslin or other covers in the most effectual manner against wet or abrasion.

The contract will require all dies and plates to be prepared and kept in repair, and that new dies and plates shall be made, either for the present denominations of stamps or others, without charge, at the pleasure of the department; and all such dies and plates are to be the property of the United States for the service of the Post Office Department.

No bids will be considered except from parties who have been actually engaged in the business of copper-plate printing and steel engraving, and are thus engaged at the time of bidding, and who are occupying suitable fire-proof premises, and provided with all the necessary facilities to execute the work promptly, and give the requisite protection to the stamps, dies, and plates in their possession.

Parties not known to the department will furnish proof as to these points with their bids.

The Postmaster General reserves the right of deciding which bid, in its practical results, may be most to the interest of the department, having reference to the style of the work, security, mode of packing, &c., as well as to the terms, and also of rejecting any or all bids if in his judgment the interests of the department require it.

Proposals should be carefully sealed, and marked, "Proposals for postage stamps," and addressed to the "Third Assistant Postmaster General."

ALEX. W. RANDALL,
Postmaster General.

AMERICAN BANK NOTE COMPANY,
New York, July 21, 1868.

In accordance with the advertisement of the United States Post Office Department, dated June 22, 1868, calling for proposals for the manufacture of postage stamps, for the term of four years from the 22d day of September next, the American Bank Note Company, of New York, respectfully submit the following, viz:

First. This company will deliver stamps at the Post Office Department in Washington, in packages of 10,000 stamps each, for 26¼ cents per 1,000 stamps.

Second. Will deliver the stamps in similar packages, to the agent of the department, at the place of manufacture, for 25½ cents per 1,000 stamps.

Third. Will deliver the stamps in larger packages, as required, either at the Post Office Department or the place of manufacture, for 26¼ and 25 cents per 1,000 stamps, respectively.

Fourth. Will deliver the stamps separated, in such quantities as may be daily ordered for the use of post offices, never less than 200 stamps, packed in such manner as may be required by the department, delivered at the place of manufacture, for 26¼ cents per 1,000 stamps.

Fifth. Will deliver as above, at the Post Office Department, in Washington, for 28 cents per 1,000 stamps.

Sixth. For directing packages for the mails, and preparing blank receipts, under the direction of an agent of the department, either at the department or manufactory, three-fourths of one cent per 1,000 stamps additional.

The stamps to be engraved and printed in the best manner, and to be gummed and perforated.

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Specimens of stamps, paper, tin and wood boxes, and envelopes, are herewith submitted, as indicating the character of work and materials proposed to be furnished.

This company are also prepared to accept all the requirements of the advertisement, in reference to the furnishing of designs and proofs, the making of new dies and plates, repairing same, &c., &c.

Very respectfully,

AMERICAN BANK NOTE COMPANY.
C. L. VANZANDT, *Secretary.*

Hon. ALEX. W. RANDALL,
Postmaster General, Washington, D. C.

PHILADELPHIA, *July* 20, 1868.

SIR: In accordance with the advertisement of "proposals for postage stamps," bearing date June 22, 1868, a copy of which is hereto annexed, we have the honor to submit the following bids, viz:

We will furnish stamps in packages of 10,000 each, at the Post Office Department in Washington, D. C., prepared in the best manner, perfectly gummed and perforated, as follows, viz: The self-cancelling stamps, (specimens marked A,) at 25 cents per 1,000; the combination perfect transter stamps, (specimens marked B,) at 25 cents per 1,000; the indelible cancellation stamps, (specimens marked C,) at 20 cents per 1,000; the postage stamps as now prepared, (specimens marked D,) at 17 cents per 1,000.

We will furnish stamps in similar or larger packages, deliverable to the agent at the place of manufacture, or at the department in Washington, D. C., as required in proposals, paragraphs marked two and three on copy annexed, as follows, viz: The self-cancelling stamps at 25 cents per 1,000; the combination perfect transfer stamps, 25 cents per 1,000; the indelible cancellation stamps, 20 cents per 1,000; the postage stamps as now prepared, 17 cents per 1,000.

We will furnish stamps as required in proposals, paragraph marked four on accompanying copy, as follows, viz: The self-cancelling stamps at 25 cents per 1,000; the combination perfect transfer stamps at 25 cents per 1,000; the indelible cancellation stamps at 20 cents per 1,000; the postage stamps as now prepared at 17 cents per 1,000.

'Finally, we will furnish stamps in such quantities, and in such manner and time and place as the government may direct, perfectly prepared, gummed, perforated, and packed in paper envelopes, binders' board, or muslin covered, or tin boxes, as follows, viz: The self-cancelling stamps at 25 cents per 1,000; the perfect combination transfer stamps at 25 cents per 1,000; the indelible cancellation stamps at 20 cents per 1,000; the postage stamps as now prepared at 17 cents per 1,000.

We will make no additional charge for directing packages and preparing blank receipts, either at the department or manufactory.

We will charge for embossing paper for stamps, equal, if not superior in every respect to that now in use, five cents per 1,000 stamps, or the cost simply to us of the mechanical execution of this embossing, should it be less than five cents per 1,000.

As we have never been able to discover the value of this process in the preparation of stamps, and as we have never heard that it was a protection to the government, over and above that enjoyed by the postage stamps furnished before its introduction, we do not deem ourselves

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justified, in common honesty, to ask a profit thereon. We will have it done in the cheapest possible manner, (yet quite equal to the present,) and ask only what it will cost us.

We submit herewith specimens of stamps engraved by us for the revenue department, as indication of the character of our work. We also enclose designs for postage stamps, which we are prepared to furnish in the highest style of art, without delay. The dies are ready to be put at once into operation, and plates prepared therefrom within a very brief period. They have been gotten up expressly for the Post Office Department. We will be happy to furnish others as the department may require.

With respect to envelopes, binders' board, and other boxes, tin cases, &c., we have the honor to say that we are prepared to furnish these articles, of the best quality, from the same makers (or from equally good manufacturers) that now furnish them. The envelopes are patented, but equally attainable by us with others. We guarantee the satisfactory quality of these articles. We invite the particular attention of the department to the decalcomanie process. Time has no injurious effect upon it, and we offer it with the utmost confidence to the department.

The indelible cancellation stamps are engraved and printed from steel exactly as in the present stamp in use, but is, in addition, so prepared that the cancellation marks cannot be taken out so that the stamps can be fraudulently re-used. We invite the severest chemical tests to remove the cancellation marks. It will be found this cancellation is more permanent than the stamp itself. This is an entirely new process, practiced by us within a few weeks, and found to answer every requirement. These stamps we guarantee to make as adhesive as any ever used by the department, with the additional security that even if removed they cannot be re-used, as the original cancellation marks cannot be taken out. We commend this stamp to the serious examination of the department. Every protection which fine steel engraving can give is enjoyed by these stamps.

We offer, also, postage stamps engraved and printed from steel, in the best manner of art, but without the protection against removal of cancellation marks. Stamps such as are now in use, but of different model and design, (we invite examination of the series from one cent to 90 cents, submitted herewith,) which we guarantee shall give every satisfaction. It is for the department to determine whether the re-use of washed postage stamps is so extensive as to warrant a change from the stamp manufacture in use for many years.

Finally, we refer, very respectfully, to the honorable Commissioner of Internal Revenue for any testimony the department may require as to our manner of carrying out our duties with the government. We have made the manufacture and furnishing of stamps a specialty of many years. Our Mr. Carpenter was a member of the house of Tappan, Carpenter & Co., who obtained the original contract for postage stamps, inaugurated and perfected the system of manufacture and delivery, imported the original perforating machines from England, &c. Our Mr. C. was entrusted for several years with the sole personal charge of the business.

We can furnish fire-proof building vaults, have all the machinery, presses, perforators, skilled workmen, and responsible employés, to carry into immediate effect the manufacture and delivery of stamps.

Very respectfully, yours,

BUTLER & CARPENTER.

Hon. ALEX. W. RANDALL,
Postmaster General, Washington, D. C.

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JULY 22, 1868.

The National Bank Note Company, of New York, occupying approved fire-proof premises, and engaged in the business of manufacturing United States postage stamps, respectfully submit the following proposals to engrave, print, and furnish postage stamps for the United States, for a term of four years, commencing 22d of September next, in accordance with the advertisement for proposals, dated June 22, 1868, viz:

First. This company will furnish stamps, deliverable in packages of 10,000 each, at the Post Office Department in Washington, for 26½ cents per 1,000 stamps.

Second. Or in similar packages deliverable to the agent of the department, at the place of manufacture, for 25 cents per 1,000 stamps.

Third. Or delivered in larger packages, as required, either at the department or place of manufacture, for 26 cents per 1,000 stamps at former, and 24¾ cents at latter.

Fourth. Or separated in such quantities as may be daily ordered for use of the post offices, never less than 200 stamps, packed as provided in section four of said advertisement, and deliverable at the place of manufacture for 25 cents per 1,000 stamps; or, if deliverable at Washington, D. C., for 27 cents per 1,000 stamps.

An additional charge for directing packages for the mails, and preparing blank receipts, under direction of an agent of the department, either at the department or manufactory, will be one-half cent per 1,000 stamps.

SPECIAL PROPOSALS.

This company will furnish stamps on embossed paper, as now in use, as follows:

First. Deliverable in packages of 10,000 each, at the Post Office Department, in Washington, at 28½ cents per 1,000 stamps.

Second. Or in similar packages, deliverable to the agent of the department at the place of manufacture, for 27 cents per 1,000 stamps.

Third. Or delivered in larger packages, as required, either at the department or place of manufacture, for 28 cents per 1,000 stamps at former, and 26¾ cents at the latter place.

Fourth. Or, separated in such quantities as may be daily ordered for the use of the post offices, never less than 200 stamps, packed as provided in section four of said advertisement, and deliverable at the place of manufacture, for 27 cents per 1,000 stamps; or, if deliverable at Washington, D. C., for 29 cents per 1,000 stamps.

An additional charge for directing packages for the mails, and preparing blank receipts, under direction of an agent of the department, either at the department or manufactory will be one half cent per 1,000 stamps.

This company will produce the stamps in any other form or modification, not more expensive than is involved in the foregoing proposals, without additional charge.

These proposals are intended for stamps all properly gummed, perforated, and finished.

The periodical stamps will be continued to be furnished by this company at the same rates now paid for them by the department.

All of which is respectfully submitted.

F. SHEPARD,
President National Bank Note Company.

THIRD ASSISTANT POSTMASTER GENERAL.

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WASHINGTON, D. C., *July* 22, 1868.

SIR: The undersigned, inventor and proprietor of the improved system of engraving and printing on steel plates, in compliance with the advertisement of the Post Office Department, dated June 22, 1868, respectfully submits the annexed proposals for furnishing postage stamps, for four years, from September 22, 1868:

First. He offers to furnish stamps of the various denominations, identical in size, style, paper, color, and finish, with those now in use by the Post Office Department, at 18 cents per 1,000.

Second. He agrees to deliver the stamps at the Post Office Department, or place of manufacture, at Washington, D. C., at the option of the Postmaster General.

Third. No extra charge will be made for packing for shipment to any place required, in such manner and quantity as the Postmaster General may direct.

Fourth. The stamps are to be properly gummed and perforated—the gum of a superior quality to any now in use.

Fifth. Embossed paper, similar to that now used by the department, will be furnished free of cost.

Sixth. He guarantees that not one stamp furnished by him can be cleansed after the slightest cancellation, so as to be used without detection; and he pledges himself to forfeit to the department double the face value of every stamp so re-used, on presentation.

Very respectfully, your obedient servant,

GEO. T. JONES.

Hon. ALEX. W. RANDALL,
Postmaster General.

WASHINGTON, D. C., *July* 22, 1868.

SIR: The undersigned, inventor and proprietor of the improved system of engraving and printing on steel plates, in compliance with the advertisement of the Post Office Department, dated June 22, 1868, respectfully submits the annexed samples and proposals for furnishing postage stamps for four years, from September 22, 1868:

First. He offers to furnish stamps of any denomination, size, or design, required by the Postmaster General, printed in either of the two colors submitted herewith, on paper similar to that on which the annexed samples are printed, at 21 cents per 1,000 stamps.

Second. The stamps are to be delivered at the Post Office Department, or place of manufacture, at Washington, D. C., at the option of the Postmaster General.

Third. No extra charge will be made for packing for shipment to any place required, in such manner and in such quantities as the Postmaster General may direct.

Fourth. The stamps are to be properly gummed and perforated—the gum to be of a superior quality to that now used.

Fifth. The undersigned agrees to print stamps on embossed paper, similar to that now in use, without additional cost.

Sixth. He specially binds himself to protect the department from all attempts at counterfeiting the stamps furnished by him, and will guarantee that not one shall ever be cleansed, after the slightest cancellation, so that it can be re-used without detection; and he pledges himself to

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forfeit to the department double the face value of every stamp so counterfeited or re-used, upon presentation.

Very respectfully, your obedient servant,

GEO. T. JONES.

Hon. ALEX. W. RANDALL,
Postmaster General.

WASHINGTON, D. C., *July* 22, 1868.

SIR: The undersigned, inventor and proprietor of the improved system of engraving and printing on steel plates, in compliance with the advertisement of the Post Office Department, dated June 22, 1868, respectfully submits the annexed samples and proposals for furnishing postage stamps for four years, from September 22, 1868:

First. He offers to furnish stamps, of any denomination, size, or design, required by the Postmaster General, printed in three or more colors, (from annexed samples,) engraved and finished in the highest style of the art, on the best paper that can be manufactured, rendered impossible to counterfeit or re-use after the slightest cancellation, at 25 cents per 1,000 stamps.

Second. He agrees to deliver the stamps at the Post Office Department, or place of manufacture, at Washington, D. C., at the option of the Postmaster General.

Third. No extra charge will be made for packing for shipment to any place required, in such manner and in such quantities as the Postmaster General may direct.

Fourth. The stamps are to be properly gummed and perforated—the gum to be of an improved and superior quality to any now in use.

Fifth. Embossed paper, similar to that now used, to be furnished by the undersigned, if desired, free of additional cost.

Sixth. He specially binds himself to protect the department from all attempts at counterfeiting stamps furnished by him, and will guarantee that not one shall be cleansed after the slightest cancellation, so that it may be re-used without detection; and he pledges himself to forfeit to the department double the face value of every stamp so counterfeited or re-used, upon presentation.

Very respectfully, your obedient servant,

GEO. T. JONES.

Hon. ALEX. W. RANDALL,
Postmaster General.

B.

POST OFFICE DEPARTMENT,
July 23, 1868.

Ordered, That Dr. George C. Schaeffer, librarian of the Patent Office; John B. Guthrie, esq., special agent Treasury Department; Dr. Benjamin F. Craig, Army Medical Museum, and A. N. Zevely, Third Assistant Postmaster General, be, and they are hereby, appointed a committee to examine and report on the relative merits of specimens of postage stamps, which have been submitted, with proposals, under an advertisement of this department of June 22, 1868.

ALEX. W. RANDALL,
Postmaster General.

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WASHINGTON, D. C., *July* 28, 1868.

The bids for furnishing postage stamps, laid before the board for consideration, were from four parties, viz:

George T. Jones, Butler & Carpenter, American Bank Note Company, National Bank Note Company.

Mr. Jones makes three (3) bids, viz:

1st. To furnish, for 25 cents per thousand, stamps printed in three or more colors.

2d. To furnish, for 21 cents per thousand, stamps printed in two colors.

3d. To furnish, for 18 cents per thousand, the stamps at present in use.

The specimens sent with the first and second of these bids are not, in an artistic point of view, equal to others which the board has before them. Mr. Jones claims that these stamps cannot have cancellation marks removed from them without defacement; but it was found by the board that if they were cancelled with ordinary writing ink—iron ink—as is often done at the smaller post offices, the cancellation could be obliterated by soaking them in a solution of oxalic acid, without materially defacing the stamps. With the three (3) cent stamp, now in use, this cannot be done, as the board found by experiment.

This mode of cancelling marks is so cheap and easy that there is danger of its being practiced, even on stamps of small value.

The third bid of Mr. Jones is not accompanied by specimens, and it is, moreover, the opinion of the board that the stamps at present in use are not of sufficiently good quality.

Messrs. Butler & Carpenter make four bids, viz:

1st. To furnish "self-cancelling stamps" for 25 cents per thousand.

2d. To furnish "combination transfer stamps" at 25 cents per thousand.

3d. To furnish "indelible cancellation stamps" for 20 cents per thousand.

4th. To furnish "stamps resembling those now in use" for 17 cents per thousand.

The advantages claimed for the stamps offered in the first three bids of Messrs. Butler & Carpenter are not believed to meet any real want of the Post Office Department, while the use of them will be much more inconvenient than that of the ordinary form of stamp. The plans display ingenuity, but do not attain a sufficiently useful object to compensate for the loss in beauty of appearance and ease of use. The specimens accompanying the fourth (4th) bid are of inferior quality.

The American Bank Note Company offer a series of stamps for the different denominations, having engraved on them, as will be seen by the accompanying specimens, different heads imaginary or historical. They will be delivered at the place of manufacture for 25½ cents per thousand, in packages of 10,000 each. If in packages of not less than 200 each, for 26½ cents. For directing packages and furnishing blank receipts, three-quarters of a cent per thousand will be charged in addition.

The National Bank Note Company also offer a series of stamps, the nature and style of which will be seen by the accompanying specimens. They can be furnished at the place of manufacture for 25 cents per thousand, in packages of 10,000 each, or in packages of not less than 200 each. They will be directed and blank receipts furnished for one-half cent per thousand. The company further offer to emboss them according to a patented process, for two (2) cents per thousand additional.

The choice of bids seems to the board to lie between those of the two

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above-mentioned bank-note companies. For excellence of design and execution the stamps of the National Company are to be preferred, with the exception only of the three cent stamp, for which the American Company offer the best design.

No specimens are offered by which the board can judge of the merits of the process of embossing as applied to the proposed new stamps. We are of the opinion that it is of advantage, as applied to the stamps now in use, but that its cost, and the extent to which it defaces the stamp, should, before adopting it for the new stamps, be taken into consideration.

It appears to the board that the bid of the National Bank Note Company is the most advantageous for the public service, taking into account both the price and the style of the work, and the novelty and good taste of the designs furnished.

GEORGE C. SCHAEFFER,
B. F. CRAIG, M. D.,
*J. B. GUTHRIE,
A. N. ZEVELY.

Accept the proposal of the National Bank Note Company, (F. Shephard, proprietor,) to furnish postage stamps at twenty-five (25) cents a thousand for a term of four years, according to the advertisement of 22d June, 1868.

This is to include embossing and separating and packing stamps in such quantities as may be daily ordered, not less than two hundred (200) stamps to the package.

Also accept the proposal of same company to prepare receipts and direct packages of stamps for mailing, at one-half (½) cent a thousand additional.

It is a condition of this acceptance that stamps of new designs are to be furnished, including a combination of colors in the same stamp (limited to four of the higher denominations) and the use of fugitive inks and colored paper, if required for all denominations, and that a contract is to be executed to take effect from the date when such stamps of new and approved quality and designs shall be actually delivered for use upon orders of postmasters, through the Post Office Department.

ALEX. W. RANDALL,
Postmaster General.

OCTOBER 3, 1868.

C.

WASHINGTON, *July* 27, 1868.

DEAR SIR: In answer to your inquiry of this date as to whether our proposals of 22d instant, for stamps, should be understood as referring to all the specimens accompanying our proposals—that is, if we would furnish stamps according to such specimens without additional charge, we beg leave to reply in the affirmative, our specimens having been presented with special reference to the proposals made by us.

It will be remarked that the specimens presented by us were in part

* I would not endorse additional compensation for embossing.

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intended for the two higher denominations of stamps, and were so marked by us.

So far as delible colors are concerned, and practicable, we are prepared to furnish them, at the prices named in our proposals, for any of the stamps.

Very respectfully, your obedient servant,

F. SHEPARD,
President National Bank Note Company.

Hon. A. N. ZEVELY,
Third Assistant Postmaster General.

NEW YORK, *August* 11, 1868.

SIR: At the instance of the National Bank Note Company of this city, I beg to advise you that I have granted to that company the sole and exclusive right to manufacture embossed postage stamps under my patent for embossed stamps.

I have the honor to be, very respectfully, yours,

CHAS. F. STEEL.

Hon. ALEX. W. RANDALL,
Postmaster General, Washington, D. C.

NEW YORK, *July* 27, 1868.

DEAR SIR: I am sorry to see by the papers that other parties have bid lower for the stamp contract than the present contractors, as you know very well there are other things to be taken into consideration besides a few cents difference. From an experience in two companies, and seven years practical knowledge of the business, I venture to say that no company can give the same satisfaction to the department, and equal safety and despatch to the public, as they have done for the last seven years, and this too in the face of an actual pecuniary loss to them. Another reason, which I think a serious one, (and in which, I think, you will coincide,) is that if the place of manufacture is removed from this city I fear it would be difficult to persuade Mr. Steel to continue his services, which would be a positive loss to the department.

Another reason is, there is always more or less confusion and loss in making radical changes, also expense and a considerable time elapses before the new parties get into working trim, all of which is blamed on the department. I am willing to confess that I am somewhat selfish in this matter, not wishing to break up old associations and enter into new ones, at the same time I firmly believe the interest of the department and the public would be best served by awarding the contract to the present manufacturers.

Respectfully yours,

D. M. BOYD.

Hon. A. N. ZEVELY,
Washington, D. C.

NEW YORK, *July* 27, 1868.

DEAR SIR: Learning by the papers that the new contract for furnishing stamps to the department has been bid for by other parties than

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the present contractors, said parties agreeing to do the same work for less money, I think it nothing but just in me to say a few words why the government should not make the few cents difference, the only consideration in awarding the contract. By taking the contract from the present company (who have so well and faithfully performed every requirement of the department for the last six years, most of the time at a pecuniary loss to them) the department must be placed under great inconvenience and expense, and the public suffer annoyance and delay. Being thoroughly conversant with the practical workings of the agency for the last seven years, and having to go through the trials and troubles of one remove in that time, I speak understandingly.

No company can have the same facility and safety for carrying on this business as the present one, on account of time and want of locality in proximity to the mails, and, from comparison, I think it would be difficult to find others so very willing to meet the requirements of the department in the matter of new designs, mode of packing, and kind of enclosure, all at their own expense, than the present company.

Thinking that the general good of the department and the public would be served by keeping the contract where it now is,

I remain yours,

D. M. BOYD, *Agent.*

Hon. A. W. RANDALL,
Postmaster General.

WILLARD'S HOTEL, (SYKES, CHADWICK & CO.,)
Washington, D. C., July 23, 1868.

The undersigned, president of the National Bank Note Company of New York, begs leave, most respectfully, to protest against the consideration of the proposals for postage stamps submitted by Messrs. Butler and Carpenter, of Philadelphia, Pennsylvania, by the Post Office Department, for the reasonthat said Butler and Carpenter are not in occupation of fire-proof premises, as required by the terms of the advertisement to be, in order to have their proposals considered, and that they do not propose nor offer to manufacture stamps in fire-proof premises.

And the undersigned hereby offers to prove that his assertions herein made are correct and true, and refers to the terms of the proposals of said Butler and Carpenter as evidence thereof. The undersigned further, for the same reasons, respectfully protests against the reception or consideration of the proposals of Mr. George T. Jones, and submits that a compliance with the terms of the advertisement for the proposals and the manufacture of stamps in thoroughly fire-proof premises involves additional expense over and above the expense of such manufacture in premises not fire-proof, and that his company having complied in all respects with the conditions of the advertisement for proposals, and being in occupation of thoroughly fire-proof and approved premises, the bids or proposals of others not complying with such terms and conditions ought not, in justice and right, to be considered in competition with the proposals of the company which the undersigned represents.

The undersigned begs leave to add that in the character of work and artistic execution of engraving he challenges all opposition, and that it is not at all upon such grounds that he opposes and protests against the reception of the bids aforesaid. but solely that all bidders may stand upon an equal footing, and that bids from parties not now engaged

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in the business of engraving and printing, or from parties proposing to do the work in an inferior manner, or in premises risky and dangerous, and exposing the department to the risk of having the supply of stamps suddenly cut off, ought not to be considered in competition with proposals in all respects complying with the terms of the advertisement for proposals.

The National Bank Note Company further protests and represents that said company has the sole and exclusive right and privilege to manufacture embossed stamps from the patentee of the same, and would feel constrained, in order to protect its rights and property, to enjoin and estop all other persons from manufacturing or supplying the same.

I have the honor to be, &c., very respectfully yours,

F. SHEPARD, *President.*

Hon. A. W. RANDALL,
Postmaster General.

NATIONAL BANK NOTE COMPANY,
No. 1 *Wall street, New York, October* 17, 1868.

DEAR SIR: It is stated by the correspondent of the New York Daily Times, in his Washington letter, that Butler and Carpenter have entered a protest against the post office stamp decision. If so, be pleased to send me a copy, and we will furnish some hints for a reply.

Yours respectfully,

F. SHEPARD, *President.*

Hon. A. N. ZEVELY.

WASHINGTON, *July* 30, 1868.

SIR: The National Bank Note Company having responded to the advertisement of the Postmaster General for specimens and terms for postage stamps on 22d instant, and in all respects conforming to the requirements of said advertisement, (as did also one or two other establishments of acknowledged standing,) we are now not a little surprised to be informed by you that it is proposed to suspend or postpone an award of contract, or, may be, even ignore the whole subject for the present, while it is intimated that it would be agreeable to have the present contractors continue to supply the department until next October at the present unremunerating rates.

We are aware that there was a reservation of right in the advertisement to even reject all bids. But that was nothing more than is common in similar cases, while all parties understand that such invitations are in earnest and mean *something*, and especially when they emanate from an official who, as in the present case, has a reputation for fearless independence in the exercise of the prerogatives of his office.

We are willing to make due allowance for existing political complications and embarrassments, from which the whole country have suffered so much; but the present case is one comparatively of small importance—the whole amount involved for the last year being but about one-eleventh ($\frac{1}{11}$) part of the appropriation for postage envelopes and stamps.

Nothing took place at the opening of bids to which any party could object, unless, indeed, it were the parties who strictly complied with the

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conditions of the advertisement; the Postmaster General having admitted parties who had not found themselves able to comply with those conditions; one party even submitting specimens of postage stamps which had been made by another company many years since, and the other not being in the business at all, and neither occupying fire-proof premises. The offerings of those parties were mostly the results of fancies and schemes which we had ourselves thoroughly examined and declined to become interested in, as being impracticable and destitute of merit.

The only bid the figures of which could at all embarrass the department, when comparing them with those of the National Bank Note Company, was from one of these parties; and here I beg to say, if it is allowable to entertain any bid at all from that party and under the circumstances, then it were right for the department to exercise a like discretion in extending the privilege to the National Bank Note Company to submit the same figures; which we now propose to do, upon condition that we be allowed to produce the work by a similar class of artists and employés, and to go to no greater outlay for security against fire and burglars, &c.

The simple idea of continuing along as at present until October next does not cover the exigencies of our case, even had we found the present prices remunerative.

We have incurred an amount in rents alone far beyond the requirements of our other business. I refer more especially to the *space* and character of buildings; and we are at present negotiating for premises now erecting which must be greatly affected by the question of the stamp contract and the *time* of the decision thereon. It is important that we know the result at once, or at the earliest possible moment.

Whether bound by contract or not, it will give us pleasure to do all in our power to save the department from inconvenience and embarrassment, even should the present ominous phase of things result in our separation.

If the idea is to merely suspend decision until October next, that is one thing; but if it is to ignore the whole matter, to advertise again and go through a repetition of the past, I can't answer for the action of our trustees, being at present unadvised; but I think there would be a disposition to throw up the whole matter and leave the field to others. Such work doesn't pay.

Allow me to add, the assurances that you have so often given that there existed in the department, and especially on the part of the Postmaster General, the kindest feelings towards us, and a sincere desire that our company might yet make something out of its business with the Post Office Department, is all believed and fully appreciated.

I have the honor to remain your obedient servant,

F. SHEPARD,
President National Bank Note Company.

Hon. A. N. ZEVELY,
Third Assistant Postmaster General.

WASHINGTON, *September* 15 1868

SIR: I respectfully transmit herewith the reports of competent experts on the postage stamps proposed by me to furnish to your department. These reports demonstrate—

1. That the inks used in printing the stamps are sufficiently sensitive in their character to forbid the *possibility* of being tampered with by any

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chemical agent. They at the same time possess a beauty and brilliancy unattainable by the old process, and which can only be secured by printing directly from steel. The department needs no further guarantee that it will not be defrauded, as it now is, (by re-use of stamps,) to an extent not definitely known.

2. That these stamps cannot be *successfully counterfeited.* Consequently there can be no loss in that direction.

There are many incidental advantages accruing to the government by the adoption of my propositions:

1. I propose to furnish a better engraved, a finer and more beautiful series of stamps than can now be found in the world.

2. An economical consideration should induce the department to accept my offer, which is lower than the prices fixed by others for an inferior article.

3. The work will be done in Washington city, in the neighborhood of the Post Office Department, subject to examination at all times by the Postmaster General.

If there be the slightest doubt of my ability or intention to carry out this contract, I am prepared to bind myself in any sum required to do so.

Under all the circumstances I have felt confident that you would at the proper time award this contract to me; and I am now making arrangements, at some expense, to procure the necessary materials to carry it on. I am negotiating for suitable fire-proof buildings here; the designs and models for improved and costly machinery will be in the hands of the manufacturers in a few days; the best artists and engravers in the United States are already engaged, and my agents have been despatched to the northern cities, and are now actively employed in procuring such material and machinery as are requisite and needful.

In view of these facts I trust the department will dispose of the matter at as early a day as practicable by awarding the contract to me.

I have the honor to be, sir, your obedient servant,

GEO. T. JONES.

Hon. ALEXANDER W. RANDALL,
Postmaster General.

WASHINGTON, D. C., *September* 22, 1868.

The undersigned, engravers and printers, having carefully examined the specimens of postage stamps and lathe work submitted by George T. Jones, esq., certify—

1. That said specimens are engraved on steel plates in the highest style of the art.

2. That we believe most of them are impossible to counterfeit successfully, especially if printed in two or more colors.

3. That, by improvements in the machinery for printing from steel plates, and also by improvements in the inks now used—perfected by Mr. Jones—a brilliancy and diversity of color is obtained heretofore unknown in the art of engraving.

4. These stamps also exhibit a degree of accuracy in "registering" never before attained.

Very respectfully,

JAMES LAMB,
Plate Printer, Treasury Department.
W. G. DUNN,
Government Printing Office.

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WASHINGTON, *September* 28, 1868.

SIR: The undersigned respectfully submits that a comparison of the proposals for supplying the department with postage stamps will prove that his is the lowest. The bids for furnishing the stamp now in use (which is of one color and embossed) are as follows:

Geo. T. Jones, 18 cents per 1,000, packing and delivery free.

Butler & Carpenter, 22 cents per 1,000, packing and delivery extra.

National Bank Note Company, 25 cents per 1,000, packing and delivery extra.

American Bank Note Company, 25 to 28 cents per 1,000, packing and delivery extra.

This shows that *my bid is lowest*, and that of Butler & Carpenter is next; but between these two there is *a difference*, in the aggregate, *of some* $20,000 *per annum in favor of my bid.* In addition to this I have offered to engrave any design that may be required, and to print the stamps in sensitive inks, (very brilliant,) which gives an additional security, and, in combination with embossing, renders them *absolutely proof against re-use* after cancellation. (See testimony of Hon. H. R. Hurlburd, Comptroller of Currency; of the Coast Survey office; and of Dr. Julien, chemist.)

That my bid is a reasonable one, and is as low as the work can be done, is proven by the fact that the department now pays 20 cents per 1,000 for a stamp *inferior in finish and security* to that I have offered to supply at 18 cents per 1,000.

Very respectfully, your obedient servant,

GEORGE T. JONES.

Hon. ALEXANDER W. RANDALL,
Postmaster General.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, September 28, 1868.

SIR: In accordance with your suggestion that I should put in writing my opinion of the models for postage stamps presented by Mr. George T. Jones, I will state briefly what I consider to be some of the advantages secured by their adoption.

1. They are printed in sensitive or fugitive inks, which would disappear and thus destroy the stamps before the cancelling mark could be extracted. This would effectually prevent a stamp from being used more than once.

2. The stamps are printed directly from steel, and the quality of the work may be made equal to the finest steel engraving; and by his process the most brilliant inks may be used, thus enhancing the beauty of the stamp, while at the same time it greatly increases the difficulty of counterfeiting.

Under the old method of plate-printing these inks could not be used, owing to the great waste of the very expensive material of which these brilliant inks are composed.

I have examined Mr. Jones's process with great care, and, having had some experience in matters of this kind, I have no hesitation in saying that I think he has made most important improvements in the method of preparing work of this kind. I hope yet to have an opportunity of putting in circulation bank notes prepared in this way. I have only to

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say further, that I know, of my own personal knowledge, that Mr. Jones has the pecuniary ability to carry out faithfully and promptly any engagement he may make for furnishing postage stamps.

I have the honor to be, very respectfully, yours,

H. R. HULBURD.

Hon. ALEX. RANDALL,
Postmaster General.

WASHINGTON, *October* 1, 1868.

SIR: I herewith transmit the legal opinion of Hon. Robert J. Walker upon my bid for supplying postage stamps. Mr. Walker has been fully consulted all along, and examined every paper in the case (except letter of Comptroller of the Currency) before filing the same.

This opinion fully bears you out in awarding the contract to the undersigned, and will justify you in so doing.

Very respectfully, your obedient servant,

GEO. T. JONES.

Hon. A. W. RANDALL,
Postmaster General.

WASHINGTON, *October* 1, 1868.

DEAR SIR: In reply to your request as to my legal opinion in relation to your bid for supplying the Post Office Department with postage stamps, I can only state that, under the circumstances detailed by you to me, both law and justice require that the award should be in your favor.

Yours, &c.,

R. J. WALKER.

GEO. T. JONES.

WASHINGTON, *October* 1, 1868.

SIR: From a careful examination of the bids now before the department the following facts appear:

An advertisement was published, under the law requiring the Postmaster General to provide suitable stamps for the postal service, inviting the engravers of the country to make propositions for furnishing the postage stamps for the next four years. Bidders were required to submit specimens of the *character* of the work, the engraving, lathe-work, inks, and printing. The advertisement certainly did not contemplate the engraving of *designs* of the nine different stamps in *several different styles*, for the reason that it would involve the expenditure of several thousand dollars. On the other hand, the preparation of specimens of the character of the work would entail but comparatively slight expense, which any engraver would be willing to incur.

Under this advertisement George T. Jones has submitted propositions, accompanied by specimens, agreeing to affix the security now used by the department and called for in the advertisement, embossing. He

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submitted specimens of the character of his work with his bid, which specimens were mutilated or destroyed (perhaps necessarily so) by parties in the post office, and he consequently filed another set of the same. These specimens are doubtless the finest ever produced in this country, careful scrutiny with the microscope failing to detect the slightest flaw. The inks used are of the most appropriate and brilliant description. Chemical tests, having been applied by competent experts in the service of the government, show that *they give absolute security* against cleansing. Other experts certify that a stamp arranged as this is *cannot be counterfeited.* Thus the government appears to secure a superior article, and one also which has points of security not heretofore attained, embracing fully all the essential elements of a postage stamp. By its use thousands of dollars will be saved the government, because it prevents frauds and costs less to produce.

The next question is that of cost of production. Mr. Jones offers to furnish the stamps in one color (embossing included, as required) at 18 cents per 1,000, delivery free; Butler and Carpenter, the same at 22 cents per 1,000; the American and National companies, at 25 to 26 cents, transportation, cartage, &c., extra; making a difference in favor of Jones of 4, 7, and 8 cents per 1,000.

Mr. Jones offers to print in two colors at 21 cents per 1,000. Other bidders submit designs printed in two colors, but do not state their price, which, however, would not be less than 35 cents per 1,000, making a difference of 14 cents per 1,000 in favor of Jones. Mr. Jones offers to print them in three colors for 25 cents per 1,000, while the others could not do it for less than 45 to 50 per 1,000, a difference in Jones's favor of 20 to 25 cents, or 100 per cent. Therefore it is clear—

First. *That Mr. Jones's bid is the best,* in that it contemplates doing the best work and giving the greatest amount of security.

Second. *That Mr. Jones's* bid is the *lowest and cheapest,* in that the prices bid range from 4 to 25 cents per 1,000 below other bidders, and that the cost of transportation from distant cities is saved to the department.

It is respectfully submitted that these matters have now been before the Postmaster General for three months; that all the preparatory steps have been taken; that it now remains to close the contract with the *lowest, best bidder,* when he will immediately prepare a large number of designs, from which the department will select. The designs selected will then be engraved in the best style and proofs taken. It will then be determined what color, or combination of colors, shall be used in printing the stamp.

Very respectfully,

WM. THORPE,
For GEORGE T. JONES.

Hon. A. W. RANDALL,
Postmaster General.

P. S.—The specimens submitted by New York companies were printed direct from the dies. The work will have to be done from plates, and cannot equal the specimens.

Those submitted by George T. Jones were printed from plates, and every stamp will be equal to specimens.

G. T. J.,
By WM. THORPE.

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DEAR GOVERNOR: I am assured by practical men that the objection raised against Jones's stamps is a technical one, and will so be regarded always. I hope you will not decide adversely on those grounds. The additional security and cheapness are the two solid advantages, and both are in his favor.

W. THORPE.

P. S.—Parties with whom I have talked on this subject—who do not know you—say this objection is mere pretext, to give the contract to the National Company. I have satisfied some that this is not so, as far as you are concerned.

W. T.

WASHINGTON, *October* 3, 1868.

SIR: I offer to prove by experts, selected one by yourself and one by me, that the specimens submitted by me for postage stamps are superior to those presented by any other bidder; and that when made into the forms required for stamps they will be better than any designs now before you.

Believing that you will not refuse this reasonable request when such important interests — the saving to your department of $25,000 to $30,000 annually—are at stake,

I am, sir, very respectfully, your obedient servant,

GEORGE T. JONES.

Hon. A. W. RANDALL.

DEAR SIR: Mr. Jones's bid for postage stamps does not contemplate that any of the designs submitted need necessarily be adopted in case the contract is awarded to him. Designers will be set at work, and will prepare a number of designs for your examination. Those which are approved will be immediately engraved, and you will then indicate the color and ink in which they shall be printed.

WM. THORPE.

Gov. RANDALL.

WASHINGTON, D. C., No. 8 FOUR-AND-A-HALF STREET,
October 5, 1868.

SIR: I have been retained by Mr. George T. Jones to defend his rights as the lowest bidder for supplying your department with postage stamps for the next four years.

In examining into the case I have satisfied myself that the specimens of stamps deposited by my client have been tampered with. They bear unmistakable evidence of having had acids or other solvents applied to them, to give them a blurred appearance.

As you have been urged to decide against my client's bid on alleged inferiority in his work, and as fraud has been used to give his work such an appearance, it follows that any contract based upon a decision thus obtained would be tinctured with fraud, and null and void.

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I call your attention to the fact that there is still time for you to apply a remedy, by adopting such measures as the circumstances of the case require.

I shall have done my duty to my client in thus having called your attention to the fact, and in protesting against the letting of the contract to any person other than the lowest bidder without a reconsideration of the case.

Yours truly,

O. D. BARRETT,
Counsel for G. T. Jones, Esq.

Hon. A. W. RANDALL,
Postmaster General, Washington, D. C.

PHILADELPHIA, *October* 12, 1868.

SIR: We are informed that the postage stamp contract has been awarded to the National Bank Note Company of New York. If this be true, we must respectfully but emphatically protest against it.

We claim our bid to be the lowest submitted by any party having proper facilities for the work. Our price included all charges of manufacture, packing, preparing receipts, delivery, &c.: in other words, we offered to furnish postage stamps, equal in every respect to those used by the government since the introduction of the stamp system, at a net cost to the department of seventeen cents per thousand stamps.

With regard to the embossing, we were so satisfied of its uselessness that we did not deem it probable you would consent to its continued adoption; but, in case the department still saw proper not to abandon this process, we offered to furnish it at *cost price* to ourselves; not to exceed five cents per thousand stamps under any circumstances. We were not disposed to make a profit on what we consider a positive injury to the stamp.

Unless we have been much misinformed, the National Bank Note Company's officers saw originally little merit in this embossing; and the stamp agent of the department has not hesitated to express his condemnation of it.

In view of all these circumstances, we feel that an award has been made which will cause an outlay on the part of the government of eight and a half cents per thousand stamps, amounting to nearly $30,000 per annum, more than we have demanded for a stamp thoroughly worthy of the approval of the department. This we must consider as a great injustice to ourselves, and a non-compliance with a bona fide interpretation of the law under which the proposals are issued; and hence we protest emphatically against the award.

We have to request that this protest be entered on the records of the department; and, in the hope that you may be induced, in view of what we herein set forth, to reconsider the matter, we remain,

Very respectfully, yours,

BUTLER & CARPENTER.

Hon. A. W. RANDALL,
Postmaster General, Washington, D. C.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 35.

POSTAL TELEGRAPH.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

A report of G. G. Hubbard, esq., of Boston, relative to the establishment of a cheap system of postal telegraph.

JANUARY 11, 1869.—Referred to the Committee on the Post Office and Post Roads and ordered to be printed.

POST OFFICE DEPARTMENT,
Washington, January 9, 1869.

SIR: The attention of Congress and of the public has within two or three years been repeatedly directed to the consideration of the union of the telegraph with the postal service.

There is a growing conviction in the public mind that a method of transmitting intelligence now so little used is capable of a greater extention; that an instrumentality which affects the interests of the whole community in so many ways should not be controlled by private individuals as private property, nor be used for private profit and made subservient to private interests.

The cheapness of the mails is compared with the high rates of the telegraph; the simplicity and uniformity of the one with the frequent changes and complex charges of the other. The public instinctively feel that it would be desirable to have the same simplicity and uniformity in the rates for the transmission of messages by telegraph as by mail, with the lowest rates which the nature of the service admits.

It also feels that private companies necessarily conduct their business with a view primarily to private profit, and consider the interest and convenience of the public only so far as the securing of dividends may be promoted thereby. The interest with which this subject has been discussed of late shows that the time has arrived when it should be fully considered by the department and Congress, to see if any change can be made for the public good. Such an inquiry leads to an examination of other systems and their results and to a comparison of them with our own.

The subject of the telegraph was first brought before the public in

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1837. In February of that year the House of Representatives passed the following resolution:

Resolved, That the Secretary of the Treasury be requested to report to the House of Representatives, at its next session, upon the propriety of establishing a system of telegraphs for the United States.

In March the Secretary issued a circular requesting information upon the subject. His report contained Prof. Morse's plan for an electric telegraph, and it concluded with the statement that he was satisfied "that the establishment of a system of telegraph for the United States would be useful to commerce as well as to the government. It might most properly be made appurtenant to the Post Office Department." Subsequently Professor Morse petitioned Congress for aid in bringing out his invention. In 1843 a bill was passed appropriating $30,000 for the construction of a line between Washington and Baltimore, and the appropriation bill for the same session contained an item of $12,000 to defray the expenses of operating the line during the first year. In 1844 the first electric telegraph in the world was constructed under the supervision of Professor Morse with the government appropriation.

A bill was introduced at the next session of Congress for the extension of the line to New York but it did not pass. The success of the first enterprise induced the construction of many other lines by private corporations, and at the time the telegraph was introduced upon the continent of Europe, Portland was connected by the telegraph with New Orleans, Boston and New York with Chicago and St. Louis.

The ruling principle held by the continental governments has been that telegraphic correspondence is analogous to other correspondence.

The importance of possessing permanent and reliable means of telegraphic communication is considered to be even greater in degree than the necessity of an efficient postal service. Throughout the whole of continental Europe the telegraph is under the exclusive control and management of the respective governments.

The postal telegraph system has been carried to its greatest perfection in Belgium and Switzerland. In those countries the rates have been lowest, the facilities for the reception and delivery of messages greatest, and the enterprise most profitable, both to the State and the people.

The investigations into the operations of this system show—

1st. That in Belgium and Switzerland, where the rates are low and uniform, the telegraph is most freely used, and that the receipts in those two countries have exceeded the cost of construction, maintenance and operation, 20 words being allowed to each message, including date and signature. The annual number of messages in Switzerland averages nearly *one* to every two persons; in Belgium one to every *three* persons; in the United States, estimating the number of messages annually transmitted at 6,000,000, one to every six.

2d. That the rates for inland messages in Belgium and Switzerland, where the greatest distance of transmission is 200 miles, is ½ a franc, (the rates for transit and international messages are higher, varying with the distance,) that the average cost of each message is ¾ of a franc, the average receipt ⅘ of a franc. In France, the rates in the same department are ½ a franc; between different departments, greatest distance 600 miles, 1 franc, or $12\frac{8}{10}$ cents and $25\frac{6}{10}$ cents currency.

3d. That the rates have been reduced from time to time as the business increased; that every great reduction of rates has been followed by a large and immediate increase of the old business and the creation of new kinds of business, reducing the proportionate expense of each message.

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4th. That the facilities afforded for the reception and delivery of messages are very great, and equally distributed over the country; so great are these facilities that in Switzerland one-half of the stations do not average more than two messages a day.

5th. That the telegraph is but little used by the press, an organization like the "Associated Press" being unknown.

6th. That by the union of the telegraph with the post a great saving is made in the expense of the telegraph, without any corresponding increase of expense to the post office.

If the system has succeeded with low rates, where distances are short and the population small, and in countries where the habits of the people and political conditions are such that the press makes but little use of its lines, and where the chief advantages of the telegraph cannot, therefore, be realized; it must be more successful in our country with its vast extent—with its favorable climate and its increasing millions—where the telegraph anticipates by days the letters sent by mail.

The telegraph in England has been controlled by private companies, and in that respect resembles our system. Companies were organized and lines constructed as soon as the result of Mr. Morse's experiment was known. There has been little competition as compared with that which has existed in the United States, and rates originally high have always been uniform for like distances and have been reduced from time to time as the business has increased. The profits have been large, increasing with each reduction of rates. The intimate relations between Great Britain and the continent made British merchants familiar with the working of both systems; and the superiority of the continental over the English has long caused dissatisfaction among them. Their reiterated complaints finally induced the postmaster general to examine into the merits of the postal system; and in 1866 a report upon the subject was made by him to Parliament. This report stated, as the opinion of persons well qualified to judge:

1st. That the charges for the transmission of messages are too high and tend to check the growth of telegraphic correspondence.

2d. That there is very often great delay in transmission and inaccuracy in rendering the message.

3d. That many important towns are unprovided with facilities for telegraph communication.

4th. That in the great majority of places the office is inconveniently situated, and open for too short a time.

5th. That little or no improvement can be expected while its working is conducted by companies striving chiefly to earn a dividend, and engaged in a wasteful competition with each other.

6th. That under the existing system the development of telegraphic correspondence has been retarded.

7th. That the growth of such correspondence has been greatly stimulated in Belgium and Switzerland.

8th. That in England like results would follow, and from the annexation of the telegraph to the post office would accrue great advantage to the public, and ultimately a large revenue to the State.

A supplementary report was made in February, 1868, in which the arguments in opposition to the union of the two systems were considered. These arguments were intended to prove that the cost of inland messages in Belgium resulted in a dead loss of 34 per cent; "that any considerable extension of the system in England would involve an annual loss to the State; that village postmasters and mistresses were

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totally unfit to work the telegraph; that the delays in sending out the messages by the letter carriers would be very great; and that the consolidation and amalgamation of the different companies could be better effected by the companies themselves." To this the postmaster general replied, that although there had been a loss on the inland messages transmitted in Belgium, that was occasioned, in part, by the fact that the telegraphic service for the state and railroads was performed without charge; that the number of these messages was 284,000 against 692,536 inland messages, the charges for which would have exceeded the actual loss; that although the reduction in rates of one-half had not sufficed to reduce by one-half the average cost of each inland message, yet, but for the extraordinary increase in the number of inland messages, the cost of the other messages would have remained the same instead of being largely reduced; there would have been less loss on the inland service, but a smaller profit on the other; that it was proposed to extend the lines gradually, and only to such places as would pay; that postmasters and their children have worked, and are working, telegraph instruments in some places; that boys work them in many public offices; and in private establishments they are intrusted to warehousemen, porters and cellar men; that instead of there being greater delays in delivery, they would be more free and rapid; that an extension of the duties and compensation of the postmasters would give increased efficiency to both services; that the substitution of a consolidated management, with one set of offices and officers, must effect a large saving in expense over a divided management and triple establishment at present employed in the conduct of a business with which one management and one establishment could easily cope. The report further states that the limited development of the service in comparison with the Belgian service is shown by the fact that if there had been the same proportion of telegrams to letters in Great Britain as in Belgium there would have been 19,700,000 telegrams transmitted instead of 6,000,000. These reports were referred to a committee of the House of Commons, who heard evidence upon the various points raised, and reported "the telegraph act, 1868." The preamble contained the reasons for the passage of the act: "Whereas the means of communication by electric telegraph within the United Kingdom of Great Britain and Ireland are insufficient, and many important districts are without any such means of communication; and whereas it would be attended with great advantage to the State as well as to merchants and traders, and to the public generally, if a cheaper, more widely extended, and more expeditious system of telegraphy were established in the United Kingdom of Great Britain and Ireland, and to that end it is expedient that her Majesty's postmaster general be empowered to work telegraphs in connection with the administration of the post office."

The act enables the postmaster general to purchase the existing lines of telegraph, maintain and work them; it fixes the rates at one shilling, without regard to distance, for the first 20 words of each message; provides for free special delivery, and the reception of messages at every street letter-box and post office in the kingdom. The act does not take effect until another act shall have been passed by Parliament putting at the disposal of the postmaster general the moneys requisite for carrying into effect the objects of the act.

The first action taken by Congress in reference to the union of the post office and telegraph was a resolution reported by the honorable Mr. Dixon, in March, 1866, from the Committee on Post Offices and Post Roads, calling upon the Postmaster General to lay before the Senate all the

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information in his possession in regard to the feasibility and usefulness of establishing telegraphic lines in connection with the mail routes for the transmission of government and private messages. This was supported by the honorable B. Gratz Brown, and adopted. In order that he might obtain the necessary information, my predecessor, Hon. William Dennison, addressed interrogatories to Henry J. Rogers, telegraphic engineer; Geo. B. Prescott, author of a work on the telegraph; and to the executive officers of the "American," "Western Union," and "United States" telegraph companies. From them he obtained information in regard to the cost of construction and maintenance of lines of telegraph; the effect of a reduction of rates and competition with government, and other facts in regard to the operation of the system. Their answers were appended to his letter in reply to the resolution of the Senate. This letter stated that the Senate resolution contemplated the establishment of the telegraph along the principal mail routes only; that this would require 22,741 miles of telegraph; that the cost of construction of a six-wire line on these routes would be $13,189,780; that, as the result of his investigation, he was of the opinion that it would not be wise for the government to inaugurate the proposed system of telegraphy as a part of the postal service; not only because of its doubtful financial success, but also its questionable feasibility under our political system. The gentlemen interrogated, with the possible exception of Mr. Rogers, were then and are still connected with the telegraph companies.

In December, 1866, bills were introduced in the House by Mr. Kasson and by Mr. E. B. Washburne, for the construction of telegraph lines by the Postmaster General. These bills did not pass. In March, 1868, Mr. E. B. Washburne again introduced a bill for the same purpose; it provides for the construction of a telegraph line with four wires, by the Postmaster General, between New York and Washington, with offices at any post office on the line. The rates to be uniform, and at one cent for each word, exclusive of address and signature, provided that no message shall be sent for a less sum than ten cents, with three cents for postage and two cents for delivery, with the right of reducing rates in order to compete with private companies, if necessary. Whenever the union of the telegraph with the Post Office Department has been heretofore considered, it has been proposed that the department should either construct or purchase lines of telegraph extending over the whole country at a great expense, or construct an experimental line between Washington and New York, which would have to compete with lines extending over the entire country. These lines would charge a less price than the government between those two places, and the experiment would probably prove a failure. This would throw discredit upon the postal system. Neither of these plans has met with the approval of the department, and both are open to many objections. If these objections could be obviated, the advantages which will arise from the introduction of a postal telegraph are apparent upon a slight examination of the subject. In their operation the telegraph and the post have many things in common; both are for the transmission of correspondence. The same offices, general management, clerks, and books, would answer equally well for the reception, stamping, forwarding, distributing, and delivery of messages or letters; nearly all of these expenses now incurred by telegraph companies would be saved, and great reductions in rates be made. Great additional facilities for the reception and delivery of messages would be afforded; greater confidence and security would be reposed in the system. The country would be freed from a monopoly oppressive to the public—a monopoly which now endeavors to control the daily press

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by compelling newspaper proprietors to agree to employ one company "exclusively to transmit to and from all places reached by its lines all telegraphic messages relating to the news or newspaper business, and that they will not in any way encourage or support any opposition or competing companies."

The transmission of the mail has always been performed by contract, and there is no reason why the same plan should not be adopted by the Post Office Department for the transmission of correspondence by telegraph. Such a method will obviate the objections heretofore entertained by Congress and the department. A thorough examination of the subject has satisfied me that the department can arrange for the reception and delivery of messages, the furnishing of stamps, and keeping the accounts, without any great increase in the number of clerks; that the business may be made a source of revenue to the government; and that the efficiency of the country postmasters may be increased by employing them in connection with the telegraph. In June last Mr. William L. Burt, the postmaster of Boston, informed me that gentlemen of means and high standing in that city had consulted with him as to the expediency of organizing a company, under a charter from Congress, for the transmission of messages by telegraph in connection with the Post Office Department, by contract, substantially in the same manner as the mails are now transmitted by contract. As the plan seemed feasible, and the rates proposed were, in the opinion of the department, reasonable, a bill was submitted, in July last, to incorporate the United States Postal Telegraph Company, and to establish a postal telegraph system. In August last I requested one of those gentlemen, Mr. Gardiner G. Hubbard, to prepare a statement of the operations of the telegraph system in Europe and this country. This has been made as full as was practicable in the limited time allowed.

In regard to the operations of the telegraph in this country the investigation shows—

1. That the telegraph is relatively less used here than in Belgium or Switzerland—and the use confined to a few kinds of business, the high rates prohibiting its general use for most kinds of business, and classes of people, with the exception of press messages—for these the rates are low, and its use by the press is very extensive and probably exceeds a similar use abroad by ten to one.

2. That the rates are arbitrary and exorbitant, varying in amounts for the same distance on different lines—often higher to a nearer than to a remote station on the same line. A table was prepared by Mr. Hubbard with the rates to a large number of stations at different distances from Boston, Chicago and New Orleans. According to this table—

The average rates to offices within 500 miles of Boston, 41 cents; Chicago, 93 cents; New Orleans, $1 61.

The average rates to offices between 500 and 1,000 miles of Boston, $1 43; Chicago, $2 06; New Orleans, $2 34.

The average rates to offices between 1,000 and 1,500 miles of Boston, $2 46; Chicago, $2 91; New Orleans, $3 11.

The average rates to offices between 1,500 and 2,000 miles of Boston, $3 36; New Orleans, $4 21.

These rates are to stations supposed to present a fair average. A large majority of messages are transmitted less than 500 miles. The rates vary greatly in different sections of the country. In the south they are nearly twice as high as they are in the west. In the west more than twice as high as in the east, while the eastern or lowest rates are more than twice as high as the rates of Belgium, Switzerland, or France.

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3. That the lines are poorly constructed, of poor material, and are kept in operation only because our climate is dry and there is less escape of electric fluid than in England, where such lines would be useless for the earning of dividends.

4. That while a large proportion of the expenses are the same, whether the wires are in use or not, commercial messages are practically transmitted but six twenty-fourths of the time, thus burdening a limited number of messages, with expense that would be distributed among four times the number if the wires were kept constantly employed.

5. That by the union of the telegraph with the post office a great saving will be made in the expenses of the telegraph without a corresponding increase of expenses to the department; the cost of receiving and delivering each message being a little more than for each letter. The expense of the post office is, therefore, only increased in the proportion that the number of messages bears to the number of letters. In this country the ratio is as seven messages to 720 letters.

6. That by a reduction of rates and uniformity of charges new kinds of business will be created, and many people will freely use the telegraph who are now prevented by the expense. There is no country in the world so favorable for the development of the telegraph as the United States; and when messages shall be transmitted from the west to the east at the same rate as was formerly paid as postage on letters few merchants will use the slower mails. There is no doubt that railroad and telegraph lines for the transmission of the mails and telegraphic messages can be constructed and maintained at cheaper rates by private parties than by the government; nor can there be any doubt that the transmission of correspondence, whether by mail or telegraph, is too important an interest to be intrusted entirely to private enterprise. Under the postal telegraph system now proposed the advantages of private enterprise and governmental control are combined, while the principal defects of each are avoided. The entire system will be in harmony with the present postal service; letters and messages will be received and delivered by the department and transmitted under contract with private parties. The peculiar features of the proposed plan are—

1. The incorporation of a company with authority to construct lines of telegraph on the post roads and routes of the country; its capital fixed at $200 for each mile of wire. This sum is large enough for the construction of good lines, with a fair margin of profit, and will prevent any undue inflation of capital.

2. The establishment of a postal telegraph system which shall include—

First. The establishment of postal telegraph offices in connection with the post offices in every city and village of 5,000 inhabitants and over, at railroad stations and at such other places on the lines of the wires as the telegraph business of the country may from time to time demand.

Second. The pre-payment of all telegraph messages by stamps, and their reception at every postal telegraph office, post office, sub-office and street letter-box.

Third. The transmission of messages by telegraph between postal telegraph offices by contract with a telegraph company, provided that no bid shall be received in which the rate for messages of twenty words or figures, or less, exceeds twenty cents for each message, and five cents for each additional five words or figures, or less, for each and every 500 miles, or fractional part thereof, to which is to be added five cents for postage and delivery.

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Fourth. The special immediate free delivery of every message by carriers within the limits of free delivery of letters from any post office, or within one mile of every postal telegraph office and the delivery, at special rates beyond such limits, provided, however, that messages directed to be transmitted by night shall not be delivered until the next morning.

Fifth. The transmission of messages by mail, without extra charge, to or from the nearest postal telegraph office when received at or directed to any place not having such an office.

Sixth. The transmission by telegraph of postal money orders; the transmission of the original message, in special cases, by mail; priority in transmission; the repetition of messages and delivery to the sender; the transmission of messages where the whole amount of the rate has not been prepaid; and the transmission of messages between the largest cities by autographic instruments or in cipher.

Seventh. The forwarding the originals of all messages not transmitted by mail to the dead-letter office, and the delivery of all messages received through a recording instrument, with a copy thereof, if any is made.

Eighth. Such other provisions as from time to time are required to carry out the objects of the act and to perfect the system.

3. That the lines shall be extended and new wires added as the wants of the community may require. If the contracting party fail to erect such lines and wires, the Postmaster General may do it and charge cost thereof to the company and deduct such amount from the payments due to it.

4. That the Postmaster General may, from time to time, reduce the rates, provided the profits of the contracting party are not thereby reduced below ten per cent. per annum.

5. That the company chartered by the bill shall make a contract, if required by the Postmaster General on the terms above named, provided, no other company will do it for a less sum. It grants no exclusive privileges in telegraphing, either to the department, or to the company that may be employed to transmit messages. Other companies, if they transmit messages more promptly or correctly, at cheaper rates, or more faithfully, will perform the business. It involves no expenditure of money on the part of the government in constructing and operating, or in purchasing lines, while the rates proposed as the highest are as low in proportion to the distance of transmission as those proposed by the advocates of a line to be built and operated by the government.

It is fair to existing companies, since all of them may bid for the contract.

I have the honor to submit herewith an amended draft of the act to incorporate the United States Postal Telegraph Company, and establish a telegraph system, and also, a copy of a letter received by me from Mr. Gardiner G. Hubbard, of Boston, on the European and American systems of telegraph.

I cannot close this communication without acknowledging the obligations I am under to Mr. Hubbard for his valuable aid in collecting information, and his assistance in preparing this special report.

I am, very respectfully, your obedient servant,

A. W. RANDALL,
Postmaster General.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

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BOSTON, *January* 1, 1869.

DEAR SIR: In October last I had the honor of addressing a letter to you, containing certain facts and statements in regard to the operation of the telegraph in Europe and in this country, which I had prepared at your request. Since then I have learned many new facts throwing light upon the history of the telegraph in this country, and upon the causes of the high telegraph rates.

I have, therefore, rewritten that portion of the letter relating to the telegraph in America. I trust the facts presented may be of service in aiding you to solve the question which deeply interests you, viz: How shall the wants of the public for cheap transmission of their correspondence be satisfied?

The transmission of correspondence by post forms one of the most important functions of the government of all modern civilized nations. This duty has been committed to the government exclusively, because the interests of the whole people are thereby more effectually subserved than when it is performed by private enterprise.

The conditions essential to the success of the post are celerity, certainty, and secrecy in transmission, low and uniform rates, and ample facilities for the reception of letters, and the speedy delivery of the mail.

Private enterprise might transmit and deliver the mail between large cities at rates lower than those charged by government, but the reverse would be the case between smaller places, and as the majority live in the country, the few would be benefited at the expense of the many.

Greater changes have taken place during the past 40 years, in the method of transmitting correspondence, than in all preceding ages, and greater than will probably be made in the ages to come. The first important change was induced by the introduction of steam as a motive power. This was followed by the substitution of low and uniform rates for high and irregular charges; then, by a great increase in the facilities for receiving, transmitting, and delivering the mails.

The number of letters passing through the British post office since the transmission by rail commenced has increased from 75,000,000 to 750,000,000; and in this country from 40,000,000 to 720,000,000.

The introduction of the electric telegraph has marked a still more wonderful change. It is for the future to develop and perfect this method.

The reasons that have induced the public to commit to the government the transmission of the mails have induced most civilized nations to intrust it with the duty of transmitting correspondence by telegraph. England and America are the only important exceptions.

The expediency of uniting the telegraph and the post has been fully discussed in England during the last two years, and the result is the passage of the electric telegraph bill by Parliament, in July, 1868, ratifying certain provisional agreements made between the post office department and the several telegraph companies, for the purchase and sale of all the lines of telegraph in the United Kingdom.*

The desirability of a postal telegraph has been brought before Congress at different times. A report upon the subject was made by the Committee of Ways and Means in 1843, when Professor Morse obtained an appropriation, with which was constructed a line of telegraph from Washington to Baltimore. It was again considered in the first session of the 39th Congress, 1866. Executive Document No. 49 of the Senate,

* Two valuable and exhaustive reports upon this subject, prepared by Frank Ives Scudamore, with maps and other documents, have been sent by him to the subscriber, and have proved of the greatest service in the preparation of this report.

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contains questions from the Postmaster General to gentlemen interested in the largest companies, for information upon this subject, with their answers.

In the second session of the 40th Congress, 1868, a bill was introduced, and a valuable paper submitted by the Hon. E. B. Washburne, relating "to the union of the telegraph and postal system." Another bill was also introduced by the Hon. John F. Farnsworth, and referred to the Committee on Post Roads and Routes, "to incorporate the United States Postal Telegraph Company, and to establish a postal telegraph system."

This country is unsurpassed in the advantages it possesses for the successful development of the telegraph. The climate, character, and habits of the people, the various centres of business, and the vast extent of territory, combine to give it this superiority. The climate is generally dry, and the telegraph is operated with greater facility than in most countries in Europe. The character and habits of the people demand despatch, while economy, both in business and domestic life, is less practiced here than abroad. It possesses one great monetary capital—New York—and one civil capital, Washington, with smaller State capitals. There are great centres for different kinds of business. New York, for foreign commerce and money; Boston, for New England manufactures; Chicago, St. Louis, and Toledo, for grain; Cincinnati and Chicago for pork and beef; New Orleans and other southern cities for cotton. Each of these centres regulates the price of its own staple; each is a commercial monetary centre for its own section; and each has communication with the other centres relating to the staple product. In addition, the great distances which separate the various sections of the country afford facilities for sending messages by night as well as by day, and yet anticipate the mail by many hours.

The magnitude of this interest is shown by the large sum annually expended for correspondence by telegraph. For the year ending June 30, 1867, the whole sum expended for inland letters and papers and by the public, was *17,470,000; for messages by telegraph, $7,896,000.

This last sum is larger than the entire expenditure of the Post Office Department in 1850.

A comparison of our system with that of other countries will show to what extent we have availed ourselves of our advantages. For this comparison three nations have been selected that possess no particular advantages for the development of the telegraph: Belgium and Switzerland, where the post and telegraph are united and operated by the State, and Great Britain, where messages are transmitted by private companies, as in this country.

BELGIUM.

The area of Belgium is about one-fourth that of the State of New York, with nearly the same population. Its greatest length is 175 miles, its width 105 miles. Three-quarters of the population live within fifty miles of Brussels, the capital. Of four of the largest cities, Antwerp, the furthest from the capital, is reached by rail in 50 minutes, while 30 minutes, on an average, elapse between the reception of messages at

* Page 145 of the report of the Postmaster General, for 1867, gives the aggregate amount expended for the year ending June 30, 1867, at..... $19,235,483 00
Less sums expended for foreign mails and congressional matter..... 1,765,129 00
17,470,354 00

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the telegraph office and their delivery. The great advantage of the telegraph over the post is in its continual departure and arrival; the transmission of letters depending upon the trains and the distribution and delivery of the mail.

In 1850, the private lines then in operation were purchased by the government, and have since been under its management. The rates were, originally, two francs and over, according to the distance, for a message of 20 words.* At these rates the telegraph was little used for inland messages, and its development was very slow. In January, 1863, they were reduced to one franc, and in December, 1865, to half a franc.

In 1862, the inland messages, at 1½ franc, numbered 105,274.

In 1865, the inland messages, at 1 franc, numbered 332,718.

In 1867, the inland messages, at ½ franc, numbered, 819,668.

Besides the inland messages, there are transient and international messages, the rates for which are fixed by agreement between the several nations of Europe. The rates for these classes of messages have been reduced at different times, but are still considerably higher than for inland messages. The effect of each reduction has been to reduce the cost of each message, and increase the number of the class the rates of which are reduced. Though the reduction of 50 per cent. in the rates for inland messages, in December, 1865, did not cause an equal reduction in the average cost of each inland message, yet but for the extraordinary increase in the number of inland messages the cost of international and transit messages would have remained the same, instead of being largely reduced.

	Francs.
Estimated profits for 1866 on the entire business, if no reduction had been made	198,499
Actual profits for 1866 under the reduced rates	122,112
Actual loss by reducing the rates on inland messages one-half†	76,387
Total receipts from messages from 1850–1868	8,777,544
Total expenses for construction, operation, and maintenance of lines	7,784,634
Balance of net profit	992,910
Total receipts in 1866	961,112
Total operating expenses in 1866	839,000
Total construction expenses in 1866	377,549
Total cost of construction and operation	1,216,549

A system of railroads is also owned and operated by the government, and the telegraph is connected with both the railroad and the post. A large proportion of the offices are at the railway stations, but every post-office is an office of deposit, from which messages are despatched at once, free of charge, to the nearest telegraph office. This union of the

* The message, in every state on the continent, is 20 words, including date, address, and signature. Gold is reckoned at a premium of 35 per cent.

† From report of the Belgian telegraphic administration for the year 1866.

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telegraph with the post and railroad reduces the expenses for operators, clerks, general management, rent, and office expenses, and brings the system into close connection with every citizen.

The rates are prepaid by stamps, and are uniform and low. The rate for all inland messages by telegraph, or by telegraph and post, where the place of deposit or delivery is not on the line of the telegraph, is one-half franc, or twelve and a half cents currency.

The telegraph is used extensively for all kinds of business—social equally with commercial, and by all classes of people. A larger proportion of correspondence is carried on by telegraph than in any other country except Switzerland. This proportion, and the great increase of business consequent upon a reduction of rates, is shown in the following table, where 1 represents the number of messages before the reduction was made, and also the number of messages per mile of wire:

	1862.	1864.	1866.
Messages	1	2.5	6.9
Messages per mile of wire	1	1.5	2
Messages to letters	1 to 187	1 to 83	1 to 37
Messages to letters in Great Britain	1 to 221	1 to 169	1 to 121
Messages to letters in Switzerland	1 to 80	1 to 70	1 to 69
Messages in proportion to population in Belgium*	.....	.....	1 to 4
Messages in proportion to population in Great Britain	.....	.....	1 to 5

SWITZERLAND.

The area of Switzerland exceeds that of Belgium, but its population is one-half less. It is about 200 miles long by 138 wide. The Swiss are as different from the Belgians in character and habits as the two countries are in physical aspects. The general arrangements of the telegraph system are similar to those of Belgium. In Switzerland money orders may be sent by telegraph or post. This feature is of rather recent introduction, and is coming into frequent use. The railroads in Switzerland are neither owned nor operated by the State; the telegraph is, therefore, connected solely with the post. Nearly two-thirds of the line are on ordinary roads, one-third on railroads.

The rates for messages were fixed, at the opening of the lines in 1852, at one franc—27 cents currency. The development of the system was much more rapid than in Belgiun, as the advantages afforded by the telegraph were relatively greater, the rates being less and transmission by post slower. The proportion of telegrams to letters was therefore greater in Switzerland until the last reduction in rates in Belgium. The relative proportions were then reversed; but since the reduction in Switzerland, in January last, the proportion is again in favor of Switzerland.

On the first of January, 1868, the rates were reduced to one-half franc, and the correspondence, which had been increasing at the rate of four per cent. a year, nearly doubled itself at once.

The number of inland messages transmitted in the first three quarters of 1867 was 301,718

The number of inland messages transmitted in the first three quarters of 1868 was 601,713

An increase of 100 per cent.

* Table A gives further statistics relating to the telegraph in Belgium.

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	Francs.
Total receipts from messages from 1852 to 1868.....	7,719,709
Total expenses for construction, operation, and maintenance.....	7,563,268
Balance of net profits.....	*156,441

In Belgium and Switzerland the telegraph is used more freely than in other countries. In my first letter I gave a table of statistics showing the operations of the telegraph in other continental nations; further examination has shown errors in the table, so that I have not reproduced it. There were also so many and such great reductions in the rates in 1868 for inland, transit, and international messages, that no table can give a correct view of the present condition of the telegraph on the continent. Table D gives the present rates in several of the European states.

The results deduced from an examination of the postal telegraph system in these states are as follows, viz:

1. That the telegraph is generally employed, even in countries poorly adapted to its development, and where there is comparatively little necessity for its use.
2. That in those countries the rates are low and uniform, and the business profitable.
3. That the increase of messages is small but regular, until after a reduction of rates, when it is immediate and great.
4. That the telegraph is united with the post, easy of access, and brought into close connection with the people.
5. That the telegraph is used for all kinds of business, social as well as commercial, and by all classes of people.
6. That with the increase of the business the rates have been reduced, and the cost of each message diminished.
7. That messages are of 20 words, including date, address, and signature, prepaid by stamps. The rate, one-half franc—$12\frac{8}{10}$ cents currency.
8. That the rate for added words is less per word than for each of the first 20 words.
9. That the delivery is by special carrier, immediate and free of expense to all places within one or two miles of the telegraph office, without extra charge for transmission by mail where either sender or receiver, or both, live at a distance from the lines.
10. That the press messages are few and short.

GREAT BRITAIN.

In Great Britain a different system prevails, resembling in some respects that in operation in America. The lines are owned and operated by private companies. The Electric and International Telegraph Company, incorporated in 1846, is the oldest and largest company in the kingdom; it transmits over one-half of all the messages.† It pays very large and regular annual dividends, besides reserving an annual surplus. The stock in November, 1867, sold at 43 and 48 per cent. premium—in June and July, 1868, at 100 per cent. premium. This great rise was caused by the proposition on the part of the post office department to purchase their lines.

* Table B gives further statistics relating to the telegraph in Switzerland.

† The message was originally of twenty words, exclusive of date, address, and signature, but in 1854 ten words were allowed for date, &c. The message is therefore of thirty words, including date, address, and signature.

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The British and Irish Magnetic Company was incorporated in 1851; it transmits about one-quarter part of the messages. Its lines have more stations throughout Ireland, and in certain portions of England, than the Electric and International. It also pays regular dividends, and its stock is above par.

The rates for the transmission of messages have always varied with the distance of transmission, but have invariably been uniform for equal distances. Reductions in the rates have been repeatedly made, and the business and profits have increased with each reduction. There are now four rates; the lowest, for distances 100 miles or under, is one shilling—35 cents currency; over one-half of all the messages pay the lowest rate.

In proportion to population, the correspondence by mail in Great Britain exceeds that in Belgium; but the proportion by telegraph is in favor of Belgium, it being used in Great Britain principally by brokers and parties engaged in speculative branches of commerce.

The act passed on the 31st day of July, 1868, enables the postmaster general to acquire, work, and maintain, electric telegraphs. It commences by reciting that the means of communication by telegraph are insufficient, and that many important districts are without any such means of communication; that it would be attended with great advantage to the state, as well as to merchants and traders, and to the public generally, if a cheaper, more widely extended, and more expeditious system of telegraphy were established; and that to this end it is expedient that the postmaster general be empowered to work telegraphs in connection with the administration of the post office. It authorizes the postmaster general to buy, and the companies to sell, "their undertaking," on such terms as they may mutually agree upon. The price to be paid to each company is twenty years' purchase of the net profits during the year ending June 30, 1868, and if any difference arises as to the net profits, it is to be settled by arbitration. The postmaster general, with the consent of the commissioners of the treasury, may, from time to time, make regulations with reference to office hours and rates of messages, and the general conduct of the telegraph business: *Provided*,

1. That the rates shall be uniform, not exceeding one shilling for the first 20 words of each message, and not exceeding threepence for each additional five words.

2. That the address and signature shall not be counted as part of the words for which payment shall be required.

3. That there shall be no extra charge for delivery by special foot messenger within one mile of the terminal office, or within the limit of the town postal delivery.

4. That beyond that distance the delivery shall be made by special foot messenger, when desired, and the charge for delivery shall not exceed sixpence per double mile beyond such limits.

5. That when such special delivery is not desired, the message shall be delivered free of extra charge by the ordinary postal delivery.

The postmaster general is further authorized, with the consent of the commissioners of the treasury, to make contracts with proprietors of newspapers or news-rooms, clubs, or exchange-rooms, for the transmission of messages at rates not exceeding one shilling for every 100 words transmitted between 6 p. m. and 9 a. m., and one shilling for every 75 words transmitted between 9 a. m. and 6 p. m., to a single address, with twopence extra to every additional address. The postmaster general may also let to such party the special use of a wire during such period of twelve hours a day as may be agreed on, at a rate not exceed-

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ing £500 a year. He may also permit messages to be deposited in all post offices or pillar letter boxes; and such messages shall be transmitted without extra charge. All messages to be prepaid by stamps, or written on stamped paper.

Any person connected with the post office who shall, contrary to his duty, disclose the contents of any message, shall be guilty of a misdemeanor, and be subject to imprisonment not exceeding one year.

By the reduction of rates and increase of facilities it is expected that the number of messages will be immediately increased from 7,500,000 to 11,650,000, and that the income will be sufficient to defray all expenses of operating and maintaining the lines, including interest on the cost, and to authorize an early reduction of the rates to sixpence, and that the growth of telegraphy will stimulate the correspondence by mail.*

THE TELEGRAPH IN AMERICA.

Reference has been made to the unrivalled advantages which America possesses for the general use of the telegraph. How have these advantages been improved, and what are the peculiar features of the existing system?

One corporation, the Western Union Telegraph Company, transmits over nine-tenths of all the messages. As they publish no account of the number of messages transmitted, no accurate statistics of their business can be given; but it is believed that the estimates which have been made are sufficiently correct for the use which is made of them.

RATES.

There is no uniformity in the rates. They are often less to a distant station than to an intermediate one on the same line.

An estimate of the average rates has been made by ascertaining the rates in the fall of 1868, to 71 stations at different distances from Boston, Chicago, and New Orleans, and arranging them in four different classes. Class A includes stations within 500 miles; class B those between 500 and 1,000 miles; class C those between 1,000 and 1,500 miles; class D those between 1,500 and 2,000 miles. The population of each station, with the aggregate population of all, and the per cent. of population of each station was then obtained, and the average rates of each class ascertained by apportioning 1,000 messages among all the stations in proportion to the population of each, and dividing the entire receipts of each class by the aggregate per cent. of population of its stations.

By this calculation the estimated average rates from Boston to—

	Miles.		Rates.	Limits.
Stations within	500	are	$0 41,	$0 20 to $0 90
Stations between.....	500 and 1,000	are	1 43,	0 75 to 2 25
Stations between.....	1,000 and 1,500	are	2 46,	1 30 to 3 40
Stations between.....	1,000 and 2,000	are	3 36,	3 25 to 5 50

The estimated average rates from Chicago to—

	Miles.		Rates.	Limits.
Stations within	500	are	$0 93,	$0 50 to $2 40
Stations between.....	500 and 1,000	are	2 06,	1 00 to 5 20
Stations between.....	1,000 and 1,500	are	2 91,	2 25 to 5 00

* Table C gives further statistics in relation to the telegraph in England.

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The estimated average rates from New Orleans to—

	Miles.	Rates.	Limits.
Stations within	500 are	$1 60,	$0 75 to $3 00
Stations between.....	500 and 1,000 are	2 34,	2 00 to 3 00
Stations between.....	1,000 and 1,500 are	3 11,	2 75 to 3 25
Stations between.....	1,500 and 2,000 are	4 21,	3 75 to 5 45

In Ohio the rates for 200 miles and under 250 miles are.....$0 85
In Ohio the rates for 450 miles and under 500 miles are..... 1 20

with variations owing to the circuitous route over which the message may be sent.

An attempt was made to obtain the average rate paid on the messages transmitted, and from this data to make an estimate of the yearly number, and a statement thereof was given in my former letter. The greater the number of statistics procured, the greater the difficulty in reducing order out of chaos; the attempt therefore is now abandoned. In all other countries the rates are either uniform, or uniform for equal distances. In this country the rates are arbitrary; apparently the only rule is, to obtain the highest price for the service rendered.

In consequence of these arbitrary rates no schedule of them is possible. Great expense is incurred at the main office in fixing, correcting, and regulating the rates between the several thousand offices of the company. The magnitude of this work can be imagined when it is considered that they have over 3,000 offices, and that a correct schedule would require 3,000 times 3,000 entries. Every receiver or manager is charged with errors and mistakes against the company, but is not credited with any in its favor, unless the receiver or manager discovers his error. When any doubt exists as to the rate (and such cases very frequently occur) the receiver endeavors to charge enough to cover all possibility of error.

In other countries the rates are reduced with the growth of business and never raised. In this country they are reduced by competition, followed by consolidation of the competing companies, and subsequent increase of rates, without regard to the growth of the business.

In Europe the rates for added words are less than the rate per word for the first 20 words. In Switzerland the charge for the first 20 words was one franc; for 10 added words one-quarter of a franc. Parliamentary rates in England are, one shilling for the first 20 words; threepence for every additional five words or part of five words. In this country they are much higher. From New York to Philadelphia and Boston the rates for a message of 25 words are at the rate of one cent for each word. For added words the rates are two and three cents—four and six times more than would be charged if the Swiss rule were adopted.

CONNECTION WITH RAILROADS.

The connection of the telegraph with the railroads is much more intimate than is generally supposed. As soon as the construction of a railroad is commenced, the necessity for the telegraph is experienced. In a few instances the railroads have constructed their own lines, but usually they are built by contract with the telegraph company. Arrangements are made by which the cost of construction, and the expenses of operation are shared between the two companies, and some profit is at once realized by the telegraph company. As the business increases, a second wire is added by the telegraph company, with the right of using

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the first when not used by the railroad. Of the 60,000 miles of line probably over 25,000 miles have been built, and are now used, in connection with the railroad service of the country. A very large proportion of the telegraph offices are at railroad stations. These are seldom in the centres of the towns and are not resorted to as generally as the post office. In the large cities the principal offices are near the money centres, with a number of secondary offices at hotels, railroad stations, corn exchanges, brokers' boards, and cattle-yards.

The offices are easy of access to those who most frequently use the telegraph, but are not convenient to the great masses of the people, who, in Belgium and Switzerland, are the best customers of the telegraph.

VARIATION IN RATES.

Of the 71 stations before referred to, situated at different distances from Boston, 61 of them had telegraph offices in 1852. To 51 of the 61 stations the rates were lower in 1852 than they are in 1868. The aggregate of the rates to the 61 stations in 1852 is $49 09; in 1868, $87 70.

The average of the rates, therefore, is nearly twice as great as it was 16 years ago, while the actual cost of transmission has greatly decreased.

Comparison of rates from New York.

	In 1852.	In 1868.
To Buffalo	$0 40	$0 75
To Chicago	1 00	1 75
To St. Louis	1 45	2 00
To New Orleans	2 40	3 25
To Cincinnati	75	1 00
To Charleston, South Carolina	1 10	2 00
To Cleveland	50	1 00

The rates between Boston and New York have varied greatly. In 1848 they were 50 cents. In 1850 they were 30 cents. In 1852 they were 20 cents. In 1853 they were 15 cents; then raised to 40 cents; again raised to 60 cents. In 1866 reduced to 30 cents. In 1868, on one wire, 15 cents.

The reductions were caused by competition, the increase by consolidation of the competing companies.

HISTORY OF THE TELEGRAPH.

The success of the line between Washington and Baltimore enabled Professor Morse to procure subscriptions for stock for a line between New York and Washington, to the amount of $15,000. With this sum the line was constructed between New York and Philadelphia. Success stimulated the construction of through lines by different companies between the large cities, and of local lines in almost every State. Between eighty and ninety companies were in operation in 1850, when the telegraphic-postal system was introduced upon the continent. These lines were constructed by parties interested in the different patents of Morse, House and Bain; competition between them was the rule. They were built without any comprehensive plan, or knowledge of the wants of the community, wherever subscriptions for stock could be secured or stock sold by enterprising contractors. The owners of the patents received from one-third to one-half of the stock issued, the contractor the remainder. The lines were poorly constructed of poor materials, poorly operated and maintained, and were generally worth no more than the stock paid for building them.

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"Every new enterprise has been projected and carried out by a set of unprincipled sharpers, whose prime object has been to fill their own pockets at the expense of credulous stockholders, who, when the lines are in operation, and the expenses found to figure up largely in excess of the receipts, are but too ready to cast the blame on the unfortunate telegraphers who are doing their best to transact business over these tumble-down and unworkable lines, bequeathed to them by villainous contractors, baffling every effort to keep them in decent order, and driving every manager who had anything to do with them to the verge of distraction."*

The great competition which followed caused low rates; but messages between distant points having to pass over several lines, with an equal number of repetitions, were liable to many errors and great delays, and were frequently lost. As a natural consequence the business was transacted with little profit or satisfaction either to the public or the stockholders. Most of the companies failed, and were abandoned or sold for their debts, and consolidated with the few paying lines.

Between 1854 and 1860 the lines from Halifax, along the coast to New Orleans, were consolidated under the name of the American Telegraph Company. The lines from the east to the west, forming groups of feeble organizations, were gradually consolidated under the name of the Western Union Telegraph Company. Business connections were formed between the American, the Western Union, the Illinois and Mississippi, the Southwestern, the California State, and the Northwestern telegraph companies. For all purposes, so far as the public and competing companies were concerned, they formed a single monopoly.

The managers of the consolidated companies, not satisfied with the increased profits arising from the growth of the business with low rates, and the great reduction of expenses caused by consolidation, increased the rates and thereby invited renewed competition. New companies started with reduced rates, some for the purpose of being bought out by the old lines, others to reduce the rates. A reduction of charges to the competing points, and a great increase of business followed these effects; but the new companies proved a failure. Operated without profit, their stock rapidly depreciated. It was then purchased at low rates by parties interested in the old companies, and consolidation quickly followed. The capital of the companies formed by consolidation is neither based on the market value of the property at the time of purchase, nor on the price paid for the stock, but on the nominal capitals, with their debts and liabilities.

This feature of our system is illustrated in the consolidations recently effected by the Western Union Telegraph Company.

In 1864 the United States Telegraph Company was formed by a consolidation with other companies to construct lines extending over the country to compete with the old companies. Its lines were constructed from the east to the west, and contracts were made to extend their lines across the continent to the Pacific States. Like those of all other companies in this country, they were poorly built. In the language of their superintendent "they had no more than one-fourth of the capacity that an equal amount of really first-class lines would have had if properly equipped, balanced, and located where they should have been in order to accommodate the business promptly, while fully one-half of this little one-fourth was absorbed in dead-head service and lost, because of ill-

*From the Telegrapher.

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construction and bad equipment, beyond all reasonable allowance for these causes."

The gross expenses of this line for the year 1865 were.....	$771,763
Its gross earnings.....	668,422
Its actual loss.....	103,341
Gross receipts of the Western Union for same year.....	$2,600,000
Gross expenses.....	1,200,000
Its actual net profits.....	1,400,000

Notwithstanding these results, the United States Telegraph Company was consolidated with the Western Union in 1866. Each stockholder in that company for every three shares of stock receiving two shares of the Western Union. This consolidation saved the United States Telegraph Company from failure; gave to the Western Union Company its president, 14,000 miles of almost worthless wires, and added $6,000,000 to its capital. These lines, we understand, have since been either taken up and abandoned, or repaired at an expense nearly equal to the actual cost of new lines.

In 1863 and 1864 the Russian Extension Company was formed, with a capital of $10,000,000, $1,000,000 of which was assigned to Mr. Collins and his associates as paid-up stock. The company was formed principally of directors and large stockholders in the Western Union Telegraph Company for the purpose of connecting America with Europe by Behring's Straits. These gentlemen having great experience and success in the construction of land-lines, and being without experience in the construction and operation of submarine cables, had no faith in the latter. Their great work was commenced without any proper preparation or knowledge of the difficulties to be encountered, and was, consequently, prosecuted slowly and at great expense. Thirty per cent. of the capital had been called in when the great difficulties of the work became fully apparent and the success of the Atlantic cable a fact. The work was then abandoned early in 1867. In September, 1866, the directors of the Western Union offered their seven per cent. coupon bonds in exchange for the fully paid-up stock of this company, and the amount paid up on the other shares at ninety cents on the dollar. The offer was accepted, and a few hundred miles of useless lines in the wilds of Alaska were added to the property of the company and $3,000,000 to its bonded debt.*

In 1866 the consolidation with the American Telegraph Company took place, giving the stockholders of that company four shares of the Western Union stock for one of the American company, adding 30,000 miles of wire and $12,000,000 of stock.†

The next year it leased the lines of the Illinois and Mississippi Telegraph Company for $85,000 a year, and have added its president to the list of its directors.

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*Telegrapher.

†The substance of these statements and the figures in the next table were forwarded to the treasurer of the Western Union Telegraph Company with a request that he would point out any errors in them, that they might be corrected. A very courteous reply was received from him, in which he stated that the data were inaccurate, but respectfully declined to correct them.

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The increase of the nominal investment and real value of the property of this company is shown in the following tables:

In 1863 the capital stock of the company was	*$3,000,000
In 1863 it was increased by a stock dividend of	*3,000,000
In 1863 and 1864, for extensions and new lines	*5,000,000
In 1864 it was increased by a stock dividend of	†11,000,000
In 1866, by stock in exchange for the United States Telegraph Company and United States Pacific lines	‡6,345,800
In 1866, by stock dividend	‡475,000
In 1866, by stock in exchange for American telegraph stock	‡4,000,000
In 1866, by stock bonus to American Telegraph Company stockholders	‡8,000,000
In 1866, by bonds for Russian Extension Company stock.	§3,300,000
In 1866, by bonds for California Telegraph Company lines	†1,652,000
In 1866, by proceeds of earnings invested	‖2,104,550
	47,877,350

From this sum the following deductions must be made to obtain the real value of the investment:

The amount of the above stock dividends	$22,475,000
The amount paid the United States Telegraph Company.	6,345,000
The amount paid the Russian Extension Company	3,300,000
Nominal investment	32,120,000
Value of property	15,757,350
	47,877,350

For the value of the property received from the United States Company and the Russian Extension Company may be set off stock dividends made prior to 1863, and lines for which a greater sum was paid than their value.

The value of the property of the Western Union Company, obtained in other ways, gives a nearly similar result.

The stock sold, in the fall of 1868, at one-third its par value. At this rate the market value of the property is—

$41,000,000 capital at 33⅓ per cent	$13,666,000
4,890,500 bonded debt at 90 per cent	4,411,000
	18,077,000

The American Telegraph Company, in 1866, had a capital of $4,000,000, and owned 30,000 miles of wire, which, at this rate, was worth $133 per mile. The Western Union Company own 60,000 miles of lines; and 100,000 miles of wire, at $133 per mile, is worth $13,330,000.

* New York Herald
† Report of directors Western Union Telegraph Company, October 1, 1865.
‡ Report of directors Western Union Telegraph Company, January 13, 1868.
§ The Telegrapher.
‖ Report of directors Western Union Telegraph Company, June 28, 1866.

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Better lines than those of the Western Union Company could be built at the present time, by parties having the railroad facilities that it enjoys, for $150 per mile—value at this rate is $15,000,000.

These various estimates tabulated give—

First estimated value	$15, 757, 000
Second, or market value	18, 000, 000
Third, or value at estimate of American Telegraph Company's line	13, 300, 000
Fourth, or present cost	15, 000, 000
The average of these estimates is	$15, 525, 000

*Annual earnings and disbursements of the Western Union Telegraph Company.**

	Gross receipts.	Working and other expenses.	Net profits.
1868	$7, 247, 494	$4, 422, 556	$2, 824, 937
1867	6, 651, 501	4, 174, 308	2, 477, 193
Increase in 1868	595, 993	248, 248	347, 744

The public are informed that the dividends are small, and are induced to believe that the existing high rates are necessary to keep the company alive; whereas a small dividend on the nominal capital, and high rental on leased lines, owned in part or whole by the managers, are in fact an enormous profit on the actual investment.

An increase of rates followed the grand consolidation of 1866, and it was supposed that no other companies would dare to enter into competition with this great monopoly—with its capital of $41,000,000, and its net-work of wires covering the whole country from the north to the south, and from the Atlantic to the Pacific.

But this supposition has been short lived. At this very moment new companies are marshalling for a renewal of the fruitless strife with capitals which, if consolidated, would be even larger than that of the Western Union, in proportion to the value of the investments. They have formed business connections extending from Bangor to Washington, from the east to Chicago, St. Louis, and St. Paul, and from Cleveland to Memphis. They are extending their wires still farther south and west, and rates to competing points have been reduced.

The present relief is only temporary, as the course of events must be the same in the future as in the past. Consolidation, or a division of the business with increased rates, must be the inevitable results.

The leading features of the American system of telegraph are the construction of poor lines by different companies, at high prices, paid for with stock; high rates, followed by competition and reduction of rates; failure, or consolidation; increase of rates, with large cash and stock dividends, and further competition.

RESULTS OF THIS SYSTEM.

1st. It produces high rates. The capital on which dividends are declared is greatly inflated, whether the company is formed by consoli-

* Report of directors, December, 1868.

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dation or organized by speculators with capital based neither on the cost nor the value of the business, but on the speculative character of the enterprise.

The gross receipts of the Western Union for 1868, were....	$7,247,000
The gross expenses.....	4.422,000
The gross net profit	2,825,000

or six per cent. on $47,877,000, the nominal investment, and over 18 per cent. on $15,325,000, the average of the estimates of the value of their property.

It is believed that lines could be constructed which would provide better facilities to the public than those furnished by the Western Union Company for $10,000,000. A reduction of 25 per cent. in the rates, without any increase of business or reduction of expenses, would yield in

gross receipts.....	$5,436,000
Expenses same as at present.....	4,424,000
Net profits, 10 per cent. on capital.....	1,012,000

2d. The operating expenses are too great. In Europe the cost of each message has diminished with the increase of business, while in this country the cost is believed to have increased.

In England the business of the "Electric and International Telegraph Company" increased from 1,534,000 messages in 1862 to 3,150,000 in 1866, or 105 per cent., with a reduction of rates of 26 per cent.

	1862.	1866.
	Shillings.	*Shillings.*
The average receipts for each message were	2. 8	2.1
The average cost of each message was	1. 9	1.3
The average profits on each message were	.9	.8
Per cent. of net profit on capital	7. 8	12

In Belgium the business increased from 291,778 messages in 1862 to 1,128,000 in 1866, or 370 per cent., with a reduction in rates of 66 per cent.

	1862.	1866.
	Francs.	*Centimes.*
The average receipts for each message were	2. 61	85
The average cost of each message was	1. 54	75
The average profits on each message were	1 07	10

Total profits in 1862, 200,000 francs; in 1866, 122,000 francs.

Receipts of Western Union Telegraph Company for nine months ending 30th September:

	1865.	1868.
Receipts	$2, 002, 000	$5, 442, 000
Expenses	850, 000	3, 254, 0. 0
Net profits	1, 152, 000	2, 188, 000

Per cent. of expenses to earnings in 1865, 42½; in 1868, 61.

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The receipts increased 270 per cent., the expenses 380 per cent., notwithstanding the consolidation of various companies, which should have produced a greater proportionate reduction here than abroad. Not knowing the number of messages transmitted by the Western Union Telegraph Company, the comparison cannot be made by the cost of each message in their case.

The expenses are increased by a variety of causes. Some of them arise from defects in the construction and operation of the lines and are remediable, others belong to the system and can be removed only by adopting the postal system.

DEFECTS IN CONSTRUCTION.

The lines were originally projected by small and detached companies at different times, without any general plan, for special objects, hence they are ill adapted for the present consolidated and through business for which they are used. They are a "conglomerate of patch-work, exhibiting every variety of construction and insulation, to work which as a harmonious whole is beyond the scope of any practical ability."

The lines are and always have been in poor order, with wires insufficient in size and of poor quality, with poor insulation. On account of these defects more wires are required than would otherwise be necessary. This requires greatly increased expense for operators, as a sufficient force must be kept in constant pay to work all the wires during the usual business hours of the day. These defects not only increase the expense, but also reduce the receipts, as in damp weather they are frequently unable to transmit messages during bank hours, and if not sent during these hours they are not transmitted at all. The expenses are increased by the amount of free or "dead-head" service, which is very large and probably increasing; also by not requiring pre-payment of messages. This increases their length and the cost of the company, as it transmits with the message the amount paid or to be paid, which adds from two to six words to every message.

DEFECTS OF THE SYSTEM.

Competition is the peculiar feature of the American system. This requires the construction of as many lines between the principal cities of the country as there are competing companies. There are now, or will soon be, three competing lines between New York and Chicago, and between New York and New Orleans, while the whole business might be transmitted on the lines of the largest company if their lines were properly constructed and kept in good repair. This increases the interest and dividend accounts.

THE OPERATING EXPENSES ARE INCREASED.

One set of officers and salaried officers, repair hands, receiving and delivering clerks, book-keepers, and general managers, would answer, where now three sets at a nearly triple expense are required. Two sets of operators would more than suffice, where three sets are now employed.

Before considering the remedy for these evils, there are certain facts relating to the operation of the system which must be clearly understood.

1st. The number of messages transmitted are entirely disproportioned to the capacity of the wires.

Professor Morse, in a letter to the Secretary of the Treasury in 1837,

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says, in reference to the old systems of telegraph, "that the most perfect of them are liable to an insurmountable objection—they are useless the greater part of the time." The same objection exists to his system as operated in this country. The wires are in constant use from 10 o'clock a. m. to 3 o'clock p. m., and are useless and idle for all commercial purposes three-fourths of each day.

2d. The number of messages transmitted are entirely disproportioned to the operating expenses. The expenses for maintenance and repairs, rents, general superintendence, management, and salaries, amounting to one-half the expenses. These are the same, whether a line is used all the time or not at all. The greater the number of messages these expenses are assessed upon, the less will be the charge on each. The cost of each message will therefore decrease as the number increases. The number increases as the facilities increase and the rates decrease. The rates can therefore within certain limits be reduced, with an increase of profits, especially if the business is uniformly distributed over the entire day.

3d. The expense of transmitting messages by telegraph is not proportioned to the distance of transmission. On a well-constructed line a message can be transmitted 1,000 miles without repetition. The expense is not more than 25 per cent. more to transmit a message 1,000 miles than to the nearest station, provided the wires in each case are constantly occupied.

4th. The use of the mail and telegraph by the public is in proportion to the facilities afforded. The present telegraphic system affords limited facilities in proportion to the expenditure. Where they have competing lines the offices are clustered about the same centres—two in the same hotel, railroad station, or broker's board. The same amounts expended for rents, operators, messengers, and office expenses, better distributed, would give a much larger number of offices and accommodate a greater number of people.

5th. From the reasons above given messages can be transmitted more promptly and more cheaply, and better facilities afforded, when there is but one company.

6th. Where the rates are high and facilities poor, as in this country, the number of persons who use the telegraph freely is limited. Where the rates are low and the facilities great, as in Europe, the telegraph is extensively used by all classes for all kinds of business. The only class by whom the telegraph is now used more extensively here than abroad are the newspaper proprietors, because they obtain their despatches at low rates.

7th. As the great advantage the telegraph has over the mail is in the time by which the message anticipates the arrival of the letter, the greater the distance the greater the advantage. Between distant points, therefore, if the rate is low enough, the telegraph can be used for most classes of business to as great an advantage by night as by day.

8th. Under the present system the operators are steadily employed about five hours each day, while they are paid for ten hours, or a full day's work.

It follows, from these considerations, that if the rates are reduced one-half, and if the number of messages are doubled and distributed over ten hours of the day, the expenses would be little greater than at present, while the receipts would remain the same, and thus yield a large profit on the present investment; that if the business is increased 400 per cent., and distributed over 20 hours, the expenses will be about one-half greater than at present, the gross income will be doubled, and the net income will be still more greatly increased.

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Can this business at these hours be obtained? The advocates of the present system say it cannot. The messages that are now transmitted must be sent during bank hours or not at all, and no system can be sustained that does not provide for their prompt transmission in these hours. These gentlemen, in view of this fact, earnestly maintain that if the rates are reduced 50 per cent. and the business increased 100 per cent., it must be transmitted during banking hours; that twice the amount of capital, double the number of wires, operators, clerks, and messengers will be required; that while the receipts will remain the same, the expenses will be nearly doubled, and that such a process would quickly lead to ruin. If their premises are correct, such a result on lines of the present character is inevitable.

We believe that the reduction of rates will induce messages from business which cannot afford to pay the present prices, and that those who now use it occasionally will use it freely, and that social or private messages will be greatly increased, with little regard to the time of day in which they are transmitted.

Messages from new kinds of business and classes of people have been created by every reduction of rates in Europe, and there is no reason why like causes should not produce like results in this country.

Belgium affords a striking illustration on this point. In 1853 the rates varied with the distance, from 50 upwards. In 1867 they were uniform, at $9\frac{3}{10}$ cents.

Monthly averages of different kinds of messages.

	1853.		1867.	
	Number.	Proportion.	Number.	Proportion.
Commercial	3,247	50 per cent.	32,000	32 per cent.
Money	1,566	27 per cent	6,000	6 per cent.
Private or social	754	13 per cent.	59,000	59 per cent.
Government and press	232	4 per cent.	3,000	3 per cent.
	5,799	100 per cent.	100,000	100 per cent.

The commercial increased in the ratio of 10 to 1; the money increased in the ratio of 4 to 1; the private increased in the ratio of 80 to 1; the press and government increased in the ratio of 15 to 1.

By a reduction of rates in Belgium of 66 per cent. in five years, the number was increased 800 per cent. In England, by a reduction of 26 per cent. in four years, the number was increased 105 per cent.

In Switzerland, by a reduction of 50 per cent., the number was increased 90 per cent. in one month.

In Prussia a reduction of 33 per cent. produced an increase the very first month of 70 per cent. In France, in 1862, a reduction of 35 per cent. was followed by an increase of 64 per cent.

In England, and, to a great extent, in this country, the use of the telegraph is limited to a few individuals engaged in extra-hazardous or speculative business, where large possible gains warrant great expense. The high rates prevent its use by general merchants or for social purposes. According to the statement of the manager of the Electric and International Telegraph Company, the use of the telegraph in England "is confined to stockbrokers, mining agents, shipbrokers, racing and

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betting men, fruit merchants, and others engaged in business of a speculative character, or who deal in articles of a perishable nature. Merchants use it little, compared with those engaged in the more speculative branches of commerce." In other countries it is more generally used. In Denmark "the telegraph is used by mercantile people in general, and for social and domestic purposes."

In Switzerland "the telegraph is far from being confined to certain classes, and the messages which relate to private business and to family affairs form as important a part of the whole number as the messages of the banking and other interests."

In Belgium "nearly 59 per cent. of the messages are on private business and family affairs."

In France "the telegraph is not confined to the demands of the speculators, who are found only in the great centres, but it is used by all branches of commerce, and for all the family wants, and as well in the small towns as in the larger cities. Forty-one per cent are on family affairs."

In Prussia, "when rates were high and the facilities few, its use was almost exclusively confined to bankers, stock brokers, large commercial houses, and newspaper correspondents. Each reduction of rates, or extension of the system to small towns, considerably increased the number of those who regularly send and receive messages."

The public require low rates, and great facilities; these have not been furnished, nor can their requirements be satisfied as well by the present system as by the postal. The post office is designed to receive correspondence, contract for its transmission, and deliver it. A small portion of this business has heretofore been performed by the telegraph companies. It is now proposed that the department shall perform the whole service, in the same way it now performs a part; that it shall receive and deliver the messages transmitted for it by contract with a telegraph company, as the mails are now transmitted by contract with the railroads.

This system, it is believed, will afford a remedy for the evils of the present method, practical, immediate, and effectual.

A bill was introduced at the last session of Congress, and referred to the Committee on the Post Office and Post Roads, to incorporate "The United States Postal Telegraph Company, and to establish a postal telegraph system." The first, second, third, and fourth sections of the bill, in its amended form, as submitted herewith, incorporate the company with power to construct lines on all the post roads and routes of the country, with a capital limited to $200 for each mile of road. The fifth section establishes a postal telegraph system, with the following provisions:

First. The establishment of postal telegraph offices, in connection with the post offices, in every city and village of 5,000 inhabitants and over, at railroad stations, and at such other places on the lines of the wires as the telegraph business of the country may from time to time demand.

Second. The prepayment of all telegraph messages by stamps, and their reception at every postal telegraph office, post office, sub-office, and street letter-box.

Third. The transmission of messages by telegraph between postal telegraph offices, by contract with a telegraph company.

Fourth. The special immediate free delivery of every message by carriers, within the limits of free delivery, of letters from any post office, or within one mile of every postal telegraph office, and the delivery at special rates beyond such limits; provided, however, that messages directed to be transmitted by night shall be delivered the next morning.

Fifth. The transmission of messages by mail to or from the nearest postal telegrah office, without extra charge, when received at, or directed to, any place not having such office.

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Sixth. The transmission by telegraph of postal money orders; the transmission of the original message in special cases by mail; priority in transmission; the repetition of messages; the transmission of messages where the whole amount of the rate has not been prepaid, and the transmission of messages by cipher, and, between the largest cities, by autographic instruments.

Seventh. The forwarding of the originals of all messages not transmitted by mail to the dead-letter office, and the delivery of all messages received through a recording instrument, with the copy thereof, if any is made.

Eighth. Such other provisions as, from time to time, are required to carry out the objects of this act and to perfect the system.

The 6th section authorizes the Postmaster General to receive bids from any company for the transmission of messages, provided, that no bid shall be received which the rate for messages of 20 words exceeds 20 cents for each and every 500 miles the message may be transmitted, to which five cents for postage shall the added.

The 7th section authorizes the Postmaster General to contract for a term of 10 years with that company whose offer shall be most favorable to the public interests; to examine and test all lines, direct what extensions and new wires shall be erected, and, in case the company shall not provide them, to furnish them at its expense; to reduce the rates from time to time, provided the profits of the company are not reduced below 10 per cent. per year by such reduction. The remaining sections provide for the details of the business, and the punishment, by imprisonment, of any one tampering with, or disclosing the contents of, any message.

The 12th section provides that if the company incorporated by the bill shall refuse to make a contract with the Postmaster General, on the rates specified in the bill, the act, so far as it relates to the incorporation of the company, shall be null and void.

The advantages of this system are:

That it insures uniform rates and charges proportioned to the expense of transmission.

It insures low rates. The lines will be owned and operated by a private company. The cost of construction and operation will therefore be less than if they were built and operated by government. The office management, including the reception and delivery of the messages, will be united with the postal service, and will, therefore, be much less than if performed by a telegraph company. The construction, repairs, and extension of the lines will be under the control of the Postmaster General. This will insure well-constructed lines, kept in good repair, and extended with the increase of the business.

It insures reduction in the rates. As the proportionate expenses of each message diminish; as the number increases, so will the profits increase. These are limited to 10 per cent. a year, on a capital fixed for the United States Postal Telegraph Company at $200 for each mile of wire. The Postmaster General has a right to require the contracting company to make all necessary returns for his guidance in estimating the profits, and he will reduce the rates from time to time.

It insures great facilities, as every post office, street letter-box, and railway station will be a receptacle for the reception of messages, and every post office a place of delivery.

It insures a more extensive use of the telegraph than in any country in Europe in proportion to population, for, as the distances between different sections of the country are much greater here than abroad, its

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advantages will be greater, and with low uniform rates the wires will be in use all the time, and the whole community benefitted.

The present system has never before been presented to the public. Congress has been urged, at different times, to adopt the postal telegraph system and enter into the construction of lines or to purchase and operate existing lines.

First, in 1844, when it declined to extend the line government had constructed between Washington and Baltimore to New York.

Next, in 1866, when bills were introduced into the Senate by Mr. B. Gratz Brown, and in the House by Mr. E. B. Washburne, for the construction of an experimental line between Washington and New York, by the Postmaster General, it was then a second time judged inexpedient for government to construct lines.

In 1868, Mr. Washburne introduced a bill for the same purpose into the House, which is still pending before the Committee on the Post Office and Post Roads.

It is urged by those opposed to the adoption of the European system, that Congress has sanctioned the present system by authorizing and aiding in the construction of private lines; that the passage of the act of July 24, 1862, looked to the possible contingency of taking the existing lines at an appraised valuation, and that no civilized community has the right, directly or indirectly, much less a government of the people like ours, to assume, take, or sacrifice the business or property created by private enterprise, without just compensation, and that history would and should record such an act as infamous.

In answer to this it may be said that long before the Western Union company was incorporated, the principle had been well settled in this country that there was no such thing as vested rights or interests; that where the State had granted a franchise to one corporation it thereby obtained no vested right, but that the State could, at any time, without any provision for compensation, grant to another corporation a franchise to do the same duty. If, therefore, the State can grant to another corporation, for the benefit of the public, a franchise which may destroy the value of that possessed by the telegraph companies, much more can they perform the duty themselves. Because the State has for years permitted these companies to enjoy a valuable franchise, it is now contended that they have prevented themselves from using their own unless they pay for the first privilege.

But it is not proposed to grant any exclusive privilege; the business will remain open to all. The Western Union Telegraph Company, with their years of experience, large investment, and enterprising managers, should be in a position to contract with the Post Office on the most favorable terms to the public.

The act of July, 1866, was, I believe, passed when this very question was pending in Congress, to give these companies the right to pass over any post-road or route of the United States. It was not passed with the intention of prescribing any rule for the decision of this question.

It is also said by another class of opponents that government should not construct any works which can be built at less expense and equally well by private enterprize.

That it would be unwise to purchase thee xisting lines, as their valuation is based neither on their actual cost nor their present worth, but on the nominal capital and debts of many defunct companies and abandoned lines. That it would be unjust to the public to adopt the English plan and buy up the lines on the present and prospective value of their property, because the value is based on the income obtained from the public

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by unreasonable charges disproportioned to the services rendered, and because the original stockholders have already received large returns upon their investment. That if the government purchased all the lines many would have to be abandoned and others rebuilt. If it did not purchase all, it would operate very unjustly and ruin those not purchased. By adopting the system proposed, the government will neither construct new lines nor purchase old, and these objections lose their force.

Another class of minds object for fear the Post Office Department may become demoralized by the additional power and patronage conferred upon it. That the danger from corrupt influences is less under corporate than public control. This objection has very little weight when applied to the proposed system and proceeds from ignorance of its working. It will not establish any new department or bureau of government or create any office with large expenses and salaries. It simply extends and enlarges the operations of the Post Office Department. It only requires an increase of clerks in the largest post offices, the operators being appointed and paid by the telegraph company.

The Post Office Department now receives, transmits, and delivers over 720,000,000 of letters annually; the number of messages does not probably exceed 6,000,000 or 7,000,000,* which is much less than the annual increase in the number of letters. The reception and delivery of these messages will require but few more clerks than the same number of letters.

The best test, however, is the practical one, under which system, government or corporate, are the interests of the people best subserved.

How then does the management of the Post Office Department compare with that of the British post office? The number of letters transmitted by each is about the same. Seven hundred and twenty millions were transmitted through our mails in the year ending June 30, 1868, at a cost of $22,730,592. For the year ending December 31, 1866, the number transmitted through the British post office was 750,467,000, at a cost of £3,201,681, or $21,876,000 in currency at 140 per cent. The cost in each case includes newspapers. In Great Britain the expense of transmitting newspapers is comparatively small, very few are sent by mail, as the rates are much higher than here, and none are sent free. With us the expense is very great, as great numbers are sent either free or for a nominal sum to subscribers.

In Great Britain the expenses of transportation are less than the office expenses, while here, owing to the great length of many routes and the small number of letters carried on them, the cost of transportation is much greater than the office expenses.

In the United States the aggregate annual transportation of the mails for the year ending June 30, 1868, was 84,224,325 miles, while in Great Britain the agregate annual transportation for the year 1862, the last year for which any return has been found, was 27,003,372, or less than one-third. The mails were carried as follows:

	Railroads.	Coaches.	Steamboats and packets.	Total.
United States.....	34,886,178	45,540,587	3,797,560	84,224,325
Great Britain.....	15,631,548	10,478,494	893,330	27,003,372

* Even if the number, including press messages, is double this estimate as is asserted, it will not vary these estimates.

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A portion of the English mail service performed by foot carriers is not included in this statement.

In our post office the office work, which is all performed by the department, costs less than that of Great Britain, while the transportation, or that part performed by private parties for the department, costs more than that of Great Britain. An examination of our Post Office Department will show that in proportion to the services rendered and facilities afforded, it excels the world.

This department is under the control of the government. The telegraph is controlled by private corporations. The message differs in no respect from the letter, except in the method of transmission. The rates for messages are much higher than in England or in those countries where the postal telegraph system has been fully developed.

The express companies are engaged in a business in many respects, particularly the most profitable parts, analogous to the Post Office Department. They receive, transmit, and deliver money and other valuable parcels. The character of their management and their charges as compared with the post office for similar services are too well known to be explained.

The Merchants Union Express Company was organized to correct these evils; after a fruitless competition, it first entered into a business arrangement with the other express companies, and then into a consolidation with the American Express Company, "receiving two shares for one, making its portion of the capital $9,000,000; the capital of the consolidated company $18,000,000."

The facts in these cases offer a complete answer to the objection.

It is also said that there will be no claim for damages under the new system.

The same objection was made in England by the telegraph companies when the postal telegraph system was under discussion in Parliament. In answer to this point, prominent merchants from the large cities were examined before a committee of the House of Commons. They invariably testified that they regarded the claim as of no value, as it cost more to collect a demand against a telegraph company than it was worth.

The liability is very strictly guarded and limited. The sender of every message is required to write on the blanks of the company, and thereby a contract is made between the parties by which the liability is limited in the following manner:

1. If the message is not repeated at an extra charge, the damages are limited to a return of the sum paid. The larger proportion of messages are of this class. The postal system provides for a similar return. To this extent there is no difference in the systems.

2. If the message is repeated the liability is fixed at a sum not exceeding 50 times the sum paid, provided the delay does not arise "from unavoidable interruptions in the working of their lines, or for errors in cipher or obscure messages." It is proposed in the postal system that a copy of the message as delivered shall be sent back to the writer, that he may know if any error has been committed and act accordingly.

3. If the message is insured by the payment of a commission, the liability is fixed by the amount of insurance. A similar provision can, if required, be adopted under the postal system.

The effect of the reductions in rates, if the postal system is established, for messages of 20 words,* will be better appreciated by comparing the present and proposed rates:

* The average length of messages in this country is 21 words.

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Comparison of present and proposed rates.

	Present rates.	Proposed rates.	Reduction.
Rates from Boston to—			
Stations within 500 miles	$0 41	$0 25	$0 16
Stations between 500 and 1,000 miles	1 43	45	98
Stations between 1,000 and 1,500 miles	2 41	65	1 76
Stations between 1,500 and 2,000 miles	3 41	85	2 6
Rates from Chicago to—			
Stations within 500 miles	93	25	58
Stations between 500 and 1,000 miles	2 06	45	1 61
Stations between 1,000 and 500 miles	2 91	65	1 25
Rates from New Orleans to—			
Stations within 500 miles	1 60	25	1 35
Stations between 500 and 1,000 miles	2 34	45	1 89
Stations between 1,000 and 1,500 miles	3 11	65	2 55
Stations between 1,500 and 2,000 miles	4 21	85	3 36

The five cents for postage will give a small net revenue to the Post Office Department. The cost of each letter transmitted is 3.15 cents. Of this amount:

56 per cent. is expense of transmission..... $1.76\frac{4}{10}$ cent.
44 per cent. is for office and other expenses..... $1.38\frac{6}{10}$ "

3.15 cents.

The department will save the charge for transmission; but in addition to the office and other charges common to letters and messages will be the expenses for stamped paper and envelopes, for enveloping and directing, and for the special delivery of each message.

For these expenses it will receive the amount now expended for transmission of letters, $1.76\frac{4}{10}$ cent, the sum of 1.85 cent; and for the other office expenses the same amount now expended for these items, $1.38\frac{6}{10}$ cent = 5 cents.

The cost for each letter delivered by carrier, including the collection of letters, is one cent; for special delivery of messages by the telegraph companies in Boston, two cents. This item will be reduced by combining the two systems and making the special deliveries constantly during the day.

It is not claimed that either the Western Union Telegraph Company, or any other company, or even the government itself, excepting through the Post Office Department and in connection with it, could transmit messages throughout the country at the rates proposed in the bill without loss. But it is claimed that a company with well constructed lines, built for cash, can transmit messages at these rates, in connection with the post office, and realize a large profit on the investment, with a small net revenue to the department.

In conclusion I will restate the various propositions I have endeavored to maintain:

1. That the Belgian and Swiss rates are $12\frac{6}{10}$ cents currency, distances under 200 miles.

2. That the highest French rates are 26 cents currency, distances under 600 miles.

3. That the rates abroad are either uniform or uniform for equal distances.

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4. That the rates in this country are arbitrary, twice as high in the east as abroad, nearly twice as high in the west as in the east, twice as high in the south as in the west.

5. That these rates are produced by two sets of causes, one remediable, the other belonging to the system and irremediable without a change in the system.

A. The remediable ones proceed first from the undue proportion between capital and the value of the property represented by it, the proportion being about three to one. Second, from the poor character of the lines, one-half, in the opinion of some good judges, being a sufficient number for the transmission of all the messages now transmitted. Third, from the fact that the wires are useless three-fourths of the time, during all which time expenses are running on; this increases the expenses and necessitates high rates. Reduce the rates, and the wires will be constantly used and the pro-rata expense of each message diminished.

B. Causes produced by the system arise: First, from competition; this increases the capital required, and the operating expenses, while it furnishes facilities entirely disproportioned to the cost. Second, the cost of maintaining one set of offices with the expenses of clerks, managers, receivers, and messengers for the telegraph, and another set for the Post Office Department, when one set under the post office would manage the entire correspondence of the country at less expense and more efficiently.

6. That the post office was established by the people to receive, transmit by contract, and deliver all their correspondence.

That a portion of this correspondence has been received, transmitted, and delivered by private telegraph companies, who have derived therefrom a large pecuniary benefit.

It is now proposed that the Post Office Department shall receive all this correspondence, transmit one portion by contract with railroads and other carriers, another portion by contract with a telegraph company, and deliver the whole, the mailed letters as at present, the telegraph letter by special carrier.

7. That this plan removes the objections made to the government's buying or building and operating lines; that the rates offered, 25 cents for messages of 20 words for every 500 miles of transmission, with the right of reducing rates given to the Postmaster General, are reasonable and fair; that the facilities in the country will be increased; and in the city by the provision for the reception and delivery of messages through the sub-offices, street boxes, and letter carriers, that the facilities will be greatly increased.

Instruments have been recently invented, and are in operation either in England or in this country, by which the efficiency of the telegraph is greatly increased. The Franklin Telegraph Company use an instrument by which messages are transmitted both ways at the same time, on the same wire, thus doubling its capacity without any increase of expense. Sir Charles Wheatstone, in England, has invented an instrument by which double the number of words can be transmitted and received on the same wire, at an increased expense in the preparation of the message for transmission. Instruments are also in operation in Great Britain, worked by boys after instruction of one or two days. These different inventions provide, one for through and the other for local business, while the new steel and copper wire, with its greater strength, less size and weight in proportion to its conductivity, requires a less number of insulators, affords fewer points of contact with conducting surfaces, and with Brooks's improved insulator transmits messages greater distances, in all weathers, without repetition.

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With reduced rates, improved instruments, wires, insulators, and increased facilities, the future of the telegraph in America will fulfil the prophecy of its youth, and the correspondence of the east with the west and the north with the south will be transmitted by the electric telegraph, and time and distance be annihilated.

I am, yours respectfully,

GARDINER G. HUBBARD.

Hon. A. W. RANDALL.

TABLE A.—BELGIUM.

Years.	Number of offices.	*Kilometres of line.	*Kilometres of wire.	Number of messages.	Number of inland messages.	Pro rata increase of inland messages.	Number of inland letters.	Proportion of inland messages to letters.	Receipts, in francs.	Expenses working and maintaining, in francs.
1860..	.....	.....	.....	225, 819	80, 216	....	17, 532, 502	1 to 218	523, 743	332, 500
1861..	.....	.....	.....	268, 968	97, 945	20 per cent.	19, 185, 400	1 to 195	588, 532	363, 261
1862..	196	1, 890	4, 803	291, 787	105, 274	7½ per cent.	19, 770, 816	1 to 187	605, 044	405, 300
1863..	252	2, 647	6, 238	416, 113	188, 825†	80 per cent.	21, 537, 100	1 to 114	612, 363	469, 500
1864..	280	2, 988	7, 118	546, 697	252, 501	33 per cent.	22, 271, 808	1 to 88	789, 399	551, 486
1865..	307	3, 220	8, 693	674, 034	332, 718‡	32 per cent.	24, 530, 688	1 to 73	865, 640	660, 700
1866..	356	3, 519	9, 989	1, 128, 005	692, 536‡	108‡ per cent.	25, 624, 032	1 to 37	961, 112	839, 000
1867..	374	3, 740	11, 936	1, 293, 870	819, 668	18 per cent.	.....	.....	1, 074, 214	977, 787

Total receipts from January 1, 1850, to January 1, 1868		8, 777, 544 francs.
cost of construction	2, 005, 999	
expense for working and maintaining	5, 778, 635	
		7, 784, 634 francs.
Net income		992, 910 francs.

TABLE B.—SWITZERLAND.

Years.	Number of offices.	Kilometres of line.	Kilometres of wire.	Number of messages.	Number of inland messages.	Pro rata increase of of inland messages.	Number of inland letters.	Proportion of inland messages to letters.	Receipts in francs.	Expenses working and maintaining, in francs.
1860..	145	2, 855	4, 104	303, 930	208, 311	....	17, 673, 159	1 to 84	408, 429	299, 323
1861..	157	2, 990	4, 224	331, 933	217, 700	9 per cent.	19, 055, 319	1 to 87	448, 056	317, 844
1862..	177	3, 173	4, 680	372, 452	241, 814	11 per cent.	19, 463, 064	1 to 80	530. 417	331, 579
1863..	199	3, 192	4, 960	456, 871	292, 778	23 per cent.	22, 322, 166	1 to 74	630, 748	390, 848
1864..	223	3, 321	5, 481	514, 952	325, 165	9 per cent.	22, 913, 924	1 to 70	615, 317	425, 682
1865..	252	3, 432	5, 990	591, 214	364, 118	11 per cent.	25, 183, 136	1 to 69	726, 564	487, 549
1866..	284	3, 559	6, 600	668, 916	383, 158	5 per cent.	.....	.....	624, 471	529, 490
1867..	333	3, 853	7, 421	708, 974	397, 289	3 per cent.	.....	.....	775, 024	570, 000

Total receipts from 1852 to 1867		7, 719, 709 francs.
cost of construction	2, 249, 805 francs.	
expenses of working and maintaining	5, 313, 463	
		7, 563, 268 francs.
Net income		156, 441 francs.

From 1853 to January 1, 1868, the rate for inland messages of 20 words was 1 franc; January 1, 1863, it was reduced to ½ franc.

The number of inland messages transmitted during the first 9 months of 1867 was	301, 713
The number of inland messages transmitted during the first 9 months of 1868 was	601, 713
Increase	300, 000

* A kilometre is 3-5ths of a mile, 3,280 feet.

† January 1, 1863, the charge for inland messages of 20 words was reduced from 1½ franc to 1 franc.

‡ December 1, 1865, the charge for inland messages of 20 words was reduced from 1 franc to ½ franc.

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TABLE C.—ENGLAND.

Year.	Number of offices.	Number of miles of line.	Number of miles of wire.	Number of inland messages.	Pro rata increase of inland messages.	Number of inland letters.	Proportion of inland messages to inland letters.
1860	1,032	10,854	51,556	1,863,839	.....	552,721,000	1 to 296
1861	1,391	11,528	55,004	2,123,589	25 per cent.	581,376,000	1 to 273
1862	1,616	12,711	57,879	2,676,352	25 per cent.	593,361,000	1 to 221
1863	1,755	13,944	65,726	3,186,724	20 per cent.	629,478,000	1 to 197
1864	1,831	14,981	72,374	3,924,855	25 per cent.	665,503,000	1 to 169
1865	2,040	16,066	77,440	4,662,687	19 per cent.	706,057,000	1 to 151
1866	2,151	16,588	80,466	6,127,000	31 per cent.	750,000,000	1 to 122

RATES.

The original rates for messages of 20 words were 1*d.* per mile for 50 miles, ½*d.* per mile between 50 and 100 miles, ¼*d.* per mile over 100 miles.

In 1850 the maximum charge was reduced to 10*s.*

In 1854 the charge for address, &c., was discontinued, practically lengthening the message to 30 words.

In 1855 the rate for 50 miles was 1*s.* 6*d.*, 50 to 100 miles, 2*s.*, 100 to 150 miles, 3*s.*, over 150 miles, 4*s.*

In 1862 the rate for 25 miles was 1*s.*, 50 miles, 1*s.* 6*d.*, 50 to 100 miles, 2*s.*, 100 to 200 miles, 2*s.* 6*d.*, 200 to 300 miles, 3*s.*, over 300 miles, 4*s.*

In 1864 the rate for 50 miles was 1*s.*, 50 to 100 miles, 2*s.*, 100 to 200 miles, 2*s.* 6*d.*, over 200 miles, 3*s.*

In 1865 the rate for 100 miles was 1*s.*, 100 to 200 miles, 1*s.* 6*d.*, over 200 miles, 2*s.*, to Ireland, 3*s.* to 4*s.*

In 1869 the rate for cities will be 6*d.*, all other rates 1*s.*

Table D.—Rates in countries in Europe, so far as known:

			Cents.
Belgium	50	centimes	9.3
Denmark	32	skellings	16.96
England	1	shilling, (Parliamentary)	25
France	50	centimes, same department	9.3
France	1	franc, different departments	18.6
Italy	1.20	lyras for 66 miles or less	22.3
Italy	2.40	lyras for any greater distance	44.6
Netherlands	0.3	guilder	9.3
Prussia	5	silbergros for 66 miles or less	11.5
Prussia	10	silbergros for 66 miles and under 230	23
Prussia	15	silbergros for any greater distance	34.5
Switzerland	50	centimes	9.3
Wirtemberg	20	kreutzers	13.2

Amended bill submitted by the Postmaster General, with his special report on the electric telegraph.

A BILL to incorporate the United States Postal Telegraph Company, and to establish a postal telegraph system.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Gardiner G. Hubbard, Samuel W. Bates, Estes Howe, their associates, and all other persons who shall here-

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after become stockholders in the company incorporated, are hereby created a body politic and corporate, by the name and style of the United States Postal Telegraph Company, for the purpose of transmitting messages by telegraph and of constructing, operating, and maintaining lines of telegraph in the city of Washington, in the District of Columbia, and thence elsewhere upon and over all post-roads and routes within the United States and Territories. Such corporation shall have perpetual succession, shall be capable in law of contracting and being contracted with; it may sue and be sued, plead and be impleaded in the district and circuit courts of the United States, either in law or equity. It shall have a common seal, and may change the same at its will and pleasure. It may also, from time to time, ordain, establish, and put in execution such by-laws, ordinances, rules and regulations, not contrary to this act or the laws of the United States, as it may deem necessary or expedient for the management of its business and affairs, and may from time to time alter or repeal the same or any of them.

SEC. 2. *And be it further enacted*, That the capital stock of said company shall, at its organization, consist of four thousand shares of the value of one hundred dollars each, being four hundred thousand dollars. The company may from time to time, by a vote of its stockholders at any annual or special meeting called for that purpose, increase its capital stock to an amount not exceeding two hundred dollars for every mile of wire at such time owned and operated by the company east of the sixteenth degree of longitude west from Washington, and three hundred dollars for every mile of wire west of said degree. A majority of the corporators named in the first section of this act shall have the power to receive subscriptions to the stock of the company at such time and places as they may deem expedient. When the whole amount of stock shall have been subscribed written notices, signed by a majority of the corporators before named, of the time and place of holding the first meeting of the corporation for the purpose of organizing the same, shall be published at least seven days before the time appointed for such meeting in two newspapers published in the city of Washington, and a copy of such notice shall be mailed to each subscriber to the stock of the company at least seven days before said meeting. Then the company may be organized at such meeting; the stockholders shall then elect not less than five nor more than nine directors, to serve until the next annual election or until their successors shall be duly elected and qualified. The directors of said company may, and they are hereby authorized and empowered to exercise all the rights and privileges which are hereby given to said company excepting so far as they may be restrained by its by-laws. They shall have power to require the payment of the subscriptions to the stock of the company at such times and in such instalments as they may think proper. In case of non-payment, as required, of any or all such instalments, such stock and all previous payments thereon shall be forfeited to the company. Should the capital stock at any time be increased, each stockholder at the time of such increase shall be entitled *pro rata* to the new shares upon the payment of the par value thereof, at the time and in the manner provided.

SEC. 3. *And be it further enacted*, That the annual meeting for choice of directors and transacting business of the company shall be holden in the city of Washington, on the third Tuesday of January. Seven days' notice of all meetings of the company shall be given by publication in two newspapers published in the city of Washington. The election of directors shall be conducted by three stockholders appointed for that purpose by the stockholders, one of whom shall act as judge, and the

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others as inspectors. Directors shall be elected by ballot, but no person shall be eligible as director who is not a stockholder to the amount of two hundred shares. Each stockholder shall be entitled to one vote for each share of stock held by him. The directors shall elect from their number, at their first meeting, a president and a vice-president. They shall have power to fill vacancies occasioned by death or resignation in said board, to appoint a treasurer and secretary, and such other officers, clerks, and agents as the business of the company may require, and to remove the same. The directors shall hold their respective offices until their successors shall be duly elected and qualified. The directors shall declare such dividends of the profits of the company as they may deem proper: *Provided*, That no dividend shall be declared when the capital stock would be impaired thereby.

SEC. 4. *And be it further enacted*, That the said company may purchase, lease, hold and convey real estate and personal property requisite for the convenient transactions of its business. Any real estate so held shall be sold and disposed of whenever it shall cease to be used by the company for such purpose. No stockholder of this company shall be personally responsible for any of its liabilities after he has paid up his subscription to the stock of the company in full.

SEC. 5. *Be it further enacted*, That the Postmaster General is hereby authorized to establish a postal telegraph system, with the following provisions:

First. The establishment of postal telegraph offices in connection with the post office in every city and village of five thousand inhabitants and over, at railroad stations, and at such other places on the lines of the wires as the business of the country may from time to time demand.

Second. The prepayment of all telegraph messages by stamps, and their reception at every postal telegraph office, post office, sub-office, and street letter box.

Third. The transmission of messages by telegraph between postal telegraph offices by contract with a telegraph company.

Fourth. The special and immediate free delivery of every message by carriers within the limits of free delivery of letters from any post office, or within one mile of every postal telegraph office, and the delivery at special rates beyond such limits, excepting messages transmitted by night for delivery the next morning.

Fifth. The transmission of messages by mail to or from the nearest postal telegraph office, when received at or destined for any place not having such office.

Sixth. The transmission by telegraph of postal money orders; the transmission of the original message in special cases by mail; priority in transmission; the repetition of messages and delivery to the sender, the transmission of messages where the whole amount of the rate has not been paid, their transmission in cipher, and their transmission between the largest cities, by autographic instruments.

Seventh. The forwarding the originals of all messages not transmitted by mail, to the Dead Letter Office, and the delivery of all messages received through a recording instrument, with the copy thereof, if any is made.

Eighth. Such other provisions as from time to time are required to carry out the objects of this act and to perfect the system.

SEC. 6. *And be it further enacted*, That the Postmaster General shall, for a period of three months from and after the passage of this act, receive bids from any telegraph company for the transmission of messages by telegraph subject to the provisions of this act. Such bids shall among other things contain the following propositions:

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First. That the company will during the term of the contract provide and maintain lines of telegraph to all cities and villages of 5,000 inhabitants and over in the United States sufficient for the prompt transmission of all messages which it may be required to transmit. All lines shall be provided with good instruments and all the equipment necessary for efficient and constant working, and shall be built in the most substantial manner.

Second. That the company will keep its lines at all times, unavoidable casualties excepted, in good working order, and from time to time make such repairs as are necessary to keep said lines equal to the requirements of the first article of this section. That it will add more wires to its lines when required to accommodate the business, and will extend its lines to cities and villages that may hereafter acquire a population of 5,000 inhabitants and over. That such lines shall be provided between Washington, New York, Boston and Chicago within twelve months from the execution of the contract; to Cincinnati, St. Louis and New Orleans within two years; to every city and village of 5,000 inhabitants and over situated east of the 16th degree of longitude west from Washington, within three years, and to every other such city and village within five years from the execution of said contract. That it will transmit messages delivered to it at any postal telegraph office by telegraph to the postal telegraph office of delivery promptly. That it will forthwith, upon the acceptance of its bid and the establishment of postal telegraph offices as herein provided, connect the lines then owned, leased, or operated by it, if any, with such offices for the transmission of messages under its contract. That if any of such lines are not equal to the above requirements it will substitute for such lines others built and equipped in accordance with the above specification within the times above specified, or make such old lines conform to such requirements. That in case its bid is accepted, its business shall be confined to the transmission of messages under the contract, except such as relate to its own business, or such as it may be bound to transmit for other parties under contracts in force at the time of the approval of this act. A statement of all said contracts shall be annexed to the bid. Each bid shall also state what lines, if any, are owned, leased or operated by such company with the offices on its lines.

Third. The lowest rates for the transmission of the following classes of messages for each and every 500 miles, or fractional part thereof:

1. Messages of 20 words or figures, or less, including date, address and signature, and for each added five words or figures or less.

2. Similar messages, when directed to be transmitted between the hours of six p. m. and seven a. m., for delivery the next morning.

3. Similar messages from any person or firm, averaging 200 a month, when transmitted between the hours of ten a. m. and three p. m., and when transmitted at other hours of the day.

4. Local messages, to be transmitted between postal telegraph offices, where the distance does not exceed six miles.

5. Single messages of not less than 500 words; and daily messages, of an average length of not less than 500 words, for the term of one year, when transmitted between the hours of six p. m. and seven a. m., and when transmitted between the hours of seven a. m. and six p. m.

6. Messages to be transmitted for railroad companies, relating, exclusively, to the business of such company.

Provided, however, that no bid shall be received in which the rate for messages of 20 words or figures, or less, exceeds twenty cents for each message and five cents for each added five words or figures, or less, for each and every 500 miles or fractional part thereof.

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Fourth. The lowest rates for the exclusive use of one or more wires, for each and every 500 miles or fractional part thereof, between the hours of six p. m. and seven a. m., for a term of not less than three months.

Also for the exclusive use of each mile of single wire for a term of not less than one year, to be operated by the lessee, with reduced rates for each subsequent year the wire is leased by the same party.

Fifth. That the company will give satisfactory bonds, with sufficient sureties, in the penal sum of thirty thousand dollars, for the full performance of every contract it may make if its bid is accepted.

SEC. 7. *And be it further enacted*, That the Postmaster General is authorized, at the expiration of the three months provided for the reception of bids—

First. To make a contract, in accordance with provisions of this act, for the transmission of messages between the postal telegraph offices, and for providing the lines of telegraph and equipment necessary therefor, for the term of ten years, with the company whose offer shall be most favorable to the public interests.

Second. To examine and test, from time to time, any line or lines which such company shall provide for the transmission of messages according to the provisions of the sixth section hereof, and to decide whether they are constructed and equipped in accordance with such requirements. To examine and test all such lines once in every three years, and as much oftener as he thinks expedient. To decide what alterations, improvements, or repairs, if any, are required; whether additional new wires should be provided on the old lines, and what extensions of the lines are necessary to carry out the provisions of the contract; and he shall, in writing, notify the company of such decision.

Third. To make any alterations, improvements or repairs, add any new wires, or provide any new lines required by the contract, and to charge the cost thereof to the company and deduct such amount from the succeeding payments due them until the whole amount thereof is repaid: *Provided*, The company shall fail to make such alterations, improvements or repairs, or add such new wires within three months, or to provide such new lines within six months from the service of such notice upon it, or from a decision of commissioners, as is hereinafter provided.

Fourth. To furnish at each postal telegraph office suitable and convenient room for the office, employés, instruments and machinery of the company, required for the performance of its duties under such contract.

Fifth. To make to such company monthly returns of the business, as is hereinafter provided, and to pay to it monthly the amounts due for the transmission of messages according to the provisions of the contract.

Sixth. From time to time to reduce the rates on all or either of the several classes of messages specified in the sixth section hereof, in any uniform manner, and to raise the same again by an amount not exceeding the reduction after the expiration of six months, if the profits of the company are diminished by such reduction below ten per cent. a year. The loss, if any, by such reduction, up to ten per cent. a year, shall be semi-annually paid by the Postmaster General to the company.

Seventh. To fix such extra rates for the transmission of special messages, or of messages not provided for in the contract, as in each case may be equitable, and to repay the amount received on any message, when it is not transmitted or delivered with reasonable despatch, and to charge the amount thereof to the delinquent party.

SEC. 8. *And be it further enacted*, That the rates to be paid by the public for the transmission and delivery of messages shall be determined

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by the Postmaster General, by adding to the contract price a sum not exceeding five cents for each message of the first, second, and third class, two cents for each message of the fourth class, and such sum for messages of the other classes as he thinks proper. Such sum shall be prepaid by stamps and shall cover the expenses of the post office, of immediate special delivery, and of transmission by mail wherever required, to or from any postal telegraph office.

The Postmaster General shall provide a proper supply of stamps and stamped paper to be kept for sale and sold at not more than their stamped value wherever postage stamps are sold by the department, and under regulations from time to time prescribed for the sale thereof. He shall also publish and distribute from every office where messages are received, and in such other manner as he deems expedient, a full statement of the postal telegraph rates for the information of the public.

SEC. 9. *And be it further enacted*, That every postmaster shall cancel all stamps on messages received at his office; and shall, on the third Monday of each month, forward to the Postmaster General and to the company at Washington tabular returns, which shall contain the number of words and messages received at his office, the class to which they belong, and the rates paid thereon, the number of messages on which more than single rates were prepaid, and the amount of such rates, the value of the stamps cancelled at his office, and any sums collected by him on delivery of any message, and such other details and information, made up in such form and manner as the Postmaster General may from time to time prescribe.

The originals and copies of all messages remaining in any office shall be treated and forwarded as unclaimed letters to the dead letter office.

All messages and copies of messages forwarded to the dead letter office shall be destroyed, unless kept for cause, and a statement of all so preserved, with the reasons therefor, shall be kept on file in the dead letter office.

The Postmaster General shall submit to Congress an annual report of the operation of the postal telegraph system, which shall contain a statement of the number of messages of each class transmitted; the amount received for rates; all contracts made, and such other statistics and information as may be necessary to give full information in regard to the operation of the system.

All messages, except those marked "priority," on which extra rates have been prepaid, shall be transmitted in the order in which they are received, under penalty of one hundred dollars as damages, to be paid to the sender by the party offending.

The Postmaster General shall make all such rules and regulations as he deems necessary to carry out the objects and purposes of this act.

SEC. 10. *And be it further enacted*, That all provisions of law relating to the receipt, transmission and delivery of mailed letters and to postage stamps shall, so far as pertinent, apply to messages transmitted by telegraph, and to the stamps thereon.

Any person connected with the post office, or with the telegraph company, or acting on behalf of either, who shall, contrary to his duty, disclose or in any way make known, or intercept the contents, or any part of the contents of any message, or who shall delay or hinder the transmission or delivery thereof, shall, upon conviction in any district court of the United States, be subjected to imprisonment for a term not exceeding two years, with damages to the party injured by such disclosures or delay. The Postmaster General shall make regulations to carry out the intention of this clause, and to prevent the improper use

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by any one in the employment of the post office or telegraph company of any knowledge he may acquire of the contents of any message.

Any person who shall wilfully or maliciously injure or destroy any of the works, property or material of the telegraph company, or interfere with the working or use of any telegraph line, or intercept, obstruct or postpone the transmission of any message, or wilfully or maliciously divulge the contents, or any part of the contents of any message, shall, upon conviction in any district court of the United States, be subject to imprisonment for a term not exceeding two years.

SEC. 11. *And be it further enacted*, That the company may, from time time, reduce the rates in the manner provided in the sixth article of the sixth section, and may raise them again by an amount not exceeding the reduction after the expiration of six months, if the profits of the company shall be diminished by such reduction. Said company shall make an annual statement to the Postmaster General of the lines of telegraph and miles of wire operated by them; the number of messages of each class transmitted; the receipts from each class; their total receipts and expenditures; the amount of their capital stock and debt, if any, with such other information as the Postmaster General may require. In case any question should arise between the company and the Postmaster General under this act or the said contract, such questions shall be referred to the decision of three commissioners, to be appointed by the supreme judicial court of the United States, on application of either of said parties, and their decision shall be final and binding, and when returned to said court shall be enforced by order and decree of the said court, according to the practice upon a decree in equity.

Said company shall be subject to all the obligations, and entitled to all the privileges, of an act of Congress passed at the first session of the thirty ninth Congress, entitled "An act to aid in the construction of telegraph lines, and to secure to the government the use of the same for postal, military and other purposes," approved July 24, 1866, excepting so far as the provisions thereof conflict with any of the provisions of this act.

Wherever the words "company" or "telegraph company" are used in the seventh, eighth, ninth, tenth and eleventh sections of this act, they shall be construed to mean the telegraph company making the contract with the Postmaster General. "Transmission of messages" shall mean, unless otherwise specified, the transmission of messages by telegraph.

In case a contract shall be made with any company under the provisions of this act, such company is hereby authorized to construct and maintain lines of telegraph for the purposes of carrying out the provisions of said contract on all post routes and post roads in the United States. If any damages are thereby sustained, they shall be assessed and determined by the judge of the district court in the district in which such damage is sustained, with the right of trial by jury on petition of either party, with the right of appeal on all questions of law by any party thereby aggrieved. The circuit and district courts of the United States, having jurisdiction under the provisions of this bill, shall have full powers to prescribe the forms of proceeding, and to make all orders, decrees and judgments necessary to carry out the meaning and intent hereof; but no case shall be heard and determined unless the damages shall have been sustained within one year from the filing of the petition for damages.

SEC. 12. *And be it further enacted*, That this corporation is chartered on the condition that if the Postmaster General shall, within six months from its organization, offer to make a contract with said company for

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the transmission of messages by telegraph at the rate of twenty cents for each message of twenty words or figures, or less, and five cents for each added five words or figures, or less, for each and every five hundred miles, or fractional part thereof, and at proportionate rates for other messages, the said company shall on its part make such contract. If said company shall refuse or unreasonably neglect on its part to make such contract then so much of this act as provides for the incorporation of said company shall be void. That at the expiration of such contract the Postmaster General shall have the right to require the corporation hereby chartered to renew the said contract for another term of ten years, and the said company shall be subject to the same penalties in case of refusal on its part to renew the same.

SEC. 13. *And be it further enacted*, That Congress may at any time alter or amend this act.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 36.

COMMERCIAL RELATIONS WITH THE DOMINION OF CANADA.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Report of the Hon. Israel T. Hatch upon the commercial relations of the United States with the dominion of Canada.

JANUARY 12, 1869.—Referred to the Committee on Commerce and ordered to be printed.

TREASURY DEPARTMENT,
January 12, 1869.

SIR: Referring to a resolution of the House of Representatives of July 9, 1866, I have the honor, in further reply thereto, to submit for the consideration of Congress an additional report by Hon. Israel T. Hatch, of New York, special agent of this department.

I am, sir, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

WASHINGTON, *January* 12, 1869.

SIR: The resolution of inquiry passed by the House of Representatives, July 6, 1866, and received by me, called for, first, a statement of the trade and commerce of the United States with the British North American provinces, and the revenue derived therefrom since the termination of the reciprocity treaty, and all changes in Canadian tariffs since that date; second, a statement of the comparative importance of American and Canadian channels of commerce or transportation of property from the west to the seaboard.

On the 6th of May, 1867, my report in answer to these inquiries was submitted to the House of Representatives. At that time it was impossible to reach conclusions on several important points with a satisfactory degree of certainty. Scarcely had one fiscal year of the United States then passed since the treaty had ceased. A large amount of the articles on hand free under the treaty was hurried forward from the provinces as the time for its termination approached, to avoid the

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duties levied afterwards. A corresponding diminution in the importations immediately subsequent naturally ensued. Hence a comparison of the trade during the last year of the treaty and that next afterwards would have yielded no conclusive inferences.

With the termination of the treaty our commercial intercourse with the provinces is again open for investigation and legislation, or diplomatic action. Renewed attention has been drawn to it by the efforts of the Canadian authorities to remove the dissatisfaction of their people and promote the prosperity and consolidation of the new dominion by restoring the course of trade under the treaty, thus giving its natural commercial connections and market to each province.

I now beg leave to submit a further report embodying more recent information, the result of the examination of two fiscal years, in answer to the resolution of inquiry by the House of Representatives, and in pursuance of your instructions to me dated March 27, 1868.

TRADE BETWEEN THE UNITED STATES AND CANADA BEFORE THE TREATY.

The principle of freedom in our commercial exchanges with the North American British provinces has at all times received the approbation of the leading statesmen of this nation, without distinction of party. It has become universally popular, and is decidedly in harmony with the national progress and enlarged spirit of the age. The territory of the provinces is extended on a boundary indented with our own across the continent. Climate, soil and the cost of labor—the main elements of value in cereal productions—are nearly alike in both countries. These similitudes no doubt suggested the idea of reciprocal trade and commerce. The legislation and diplomacy of the two countries finally gave it a practical, though partial, application in the adoption of the so-called reciprocity treaty. The principle of the treaty itself was to permit the interchange of the products of each country free of duty. It was a formal movement in favor of virtual, if not literal, reciprocity; presenting to the world the example of two contiguous nations abandoning suspicion of injury from each other, and practicing in their intercourse the best principles professed in modern civilization. The omissions in the treaty and its limited character led to its termination.

A brief statement of our commerce with the British provinces, and the revenue derived from them before the adoption of the treaty, and during its decade, is necessary to complete a proper history of the successive changes produced in our commercial relations by its adoption and termination.

EFFECTS OF THE TREATY ON THE REVENUE OF THE UNITED STATES.

The treaty led to a large diminution of our revenue upon the northern frontier. In 1854, the last year unaffected by the treaty, the revenue upon articles included in the free list during subsequent years, and imported from the province of Canada alone, amounted to more than $1,243,403, and from all the British provinces now included in the dominion, was $1,524,457. Assuming this as a basis of calculation in the ordinary mode of computing an increase of revenue for the five succeeding years, the revenues would have been $9,257,586 in the aggregate, or $1,851,517 annually. On further examination it would be found that the revenues would have increased in the same ratio during the remaining years of the treaty. Official Canadian reports show

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that in 1859 the amount of duties collected by Canada on imports, the products of American industry from the United States, was $1,825,135, in 1860 $1,759,928, and in 1861 $1,584,892. During these three years the whole value of property imported into this country from Canada, upon which duty was levied, was only, in 1859, $434,532, in 1860 $358,240, and in 1861 $227,859. An examination of subsequent years yields similar results.

The average amount of duty annually levied and collected on Canadian imports in these three years would not exceed $75,000 annually towards defraying the yearly expenses of collection and guarding a frontier of inland coast six thousand miles in extent.

On a close examination it would be found that a large proportion of the duty-paying articles imported from Canada consisted of commodities not produced in that country.

	1856.	1857.	1858.	1859.
Total amount of duty-paying articles imported into the United States from Canada	$640,375	$691,097	$313,953	$504,969
Iron, hardware, and salt not then produced in Canada	503,995	531,011	193,595	319,555
Amount of Canadian and other goods charged with duties in the United States	136,380	160,086	119,358	185,414

The preceding statement demonstrates that during these years we had not collected annually duties on much more than $100,000 in value of merchandise actually produced in Canada, yielding, on an average of 20 per cent., about $25,000 annually. The following is a comparative statement of the productions of each country imported into the other and charged with duties in it, showing that of the productions of American labor, Canada taxed forty-five times as great an amount in value as we taxed of her productions:

	1856.	1857.	1858.
Products of United States paying duty in Canada	$7,931,284	$6,203,320	$4,524,503
Products of Canada paying duty in United States	136,380	160,086	119,358
Value of American products charged with duty in Canada above the Canadian products charged with duty in the United States	7,844,914	6,043,234	4,405,145

The records of subsequent years confirm the same conclusion, but it is not desirable to present unnecessary or redundant statistics, which are only useful in political economy to supply examples and illustrations of general principles. They can never be the basis of principles which are grounded in the nature of things—the relation of cause to effect—the only safe teacher of measures which are best to adopt in every possible case.

The United States and Canada, throughout the existence of the treaty, presented the anomalous spectacle of two border nations, with an array of custom-houses, extending along their whole coterminous frontiers, sustained in our country at an expense greatly exceeding the revenues

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collected through them, while on the opposite shore was found an equally extended cordon of imperial customs' buildings, collecting large revenues from taxing American commodities. This result was produced by successive tariffs in Canada, inflicting higher duties (in some cases almost prohibitory) upon the chief importations of the products of American labor. Of nearly all the articles named and made free by the treaty, a surplus was common to both countries; but Canada, then as now, had no markets so profitable as those of the United States, and no outlet for her surplus at all worthy of mention except this country, where they then as now contributed to the revenue. Her legislation reversed the ordinary course of trade, that a nation buys where it sells. Her people sold to us, and were prevented by her tariffs from buying of us.

The motives and objects of her tariffs are not left to conjecture. Mr. Galt, financial minister of Canada, reports, March 1, 1860, page 36, as follows:

By extending the *ad valorem* principle to all importations, and thereby encouraging and developing the direct trade between Canada and all foreign countries by sea, and so far benefiting the shipping interests of Great Britain—an object which is partly attained through the duties being taken upon the value in the market where last bought—the levy of specific duties for several years had completely diverted the trade of Canada in teas, sugars, &c., &c., to the American markets, (our Atlantic cities,) and had destroyed a very valuable trade which formerly existed from the St. Lawrence to the lower provinces and West Indies. It was believed that the competition of our canals and railroad system, (via Portland,) together with the improvements in the navigation of the lower St. Lawrence, justified the belief that the supply of Canadian wants might be once more made by sea, and the benefits of this commerce obtained for our own merchants and forwarders. Under this conviction, it was determined by the government to apply the principle of *ad valorem* duties.

From the same, page 38:

Any increase of duty which has been placed on English goods is quite indemnified by the decreased cost at which our canals, railways, and steamships enable them now to be delivered throughout the province, and if the question were one of competition with Canadian manufacturers, the English exporter is quite as well off as before, while as compared with the American his position is greatly improved.

TRADE WITH CANADA SINCE THE TREATIES, AND REVENUE NOW DERIVED THEREFROM.

I now submit a statement of trade and commerce of the United States with North American British provinces, and revenues derived therefrom, as furnished to me by the collectors of the different districts:

Total value of duty, paying imports and exports from and to the British provinces, for the years ending June 30, 1867 and 1868, and duties received.

United States, ports of—	Value of imports.	Value of exports.	Duties received in gold.
Chicago	$397,766 00	$1,823,838 00	$148,748 95
Milwaukee	23,184 00	1,101,153 00	7,979 99
Detroit	726,287 00	1,651,259 00	140,250 74
Dunkirk	9,847 00		2,008 69
Sandusky	8,917 00	3,249,00	1,443 63
Cleveland	530,724 57	383,937 00	105,828 57
Suspension Bridge	2,478,246 00	97,215 00	324,348 61
Oswego	7,604,152 28	1,079,320 00	1,427,545 65
Ogdensburg	1,171,424 00	279,996 00	212,051 64
Cape Vincent	703,150 00	53,937 00	118,036 57
Boston*	2,657,838 00	3,011,818 00	531,567 00
New York	980,963 00	3,517,143 00	315,481 00

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Total value of duty, &c.—Continued.

United States, ports of—	Value of imports.	Value of exports.	Duties received in gold.
Erie	70,266 00	199,686 00	16,353 00
Portland	2,122,240 00	2,352,825 00	159,820 69
Grand Haven	920 75	.....	108 71
Pembina	100,936 00	362,458 00	16,186 00
Plattsburg	1,981,587 00	513,326 00	376,889 43
Toledo	235,518 00	180,954 00	33,706 00
Rochester	730,704 00	145,036 00	136,195 41
Buffalo	3,377,247 00	328,792 00	553,679 00
Port Huron	1,433 12	1,298,186 00	45,736 20
Burlington	2,300,475 00	4,644,900 00	470,907 00
Total†	25,918,350 72	21,848,074 00	5,144,166 25

* Some of the collectors included free goods in their returns; carefully excluding these, the actual duty-paying imports were $22,919,539.
† Estimated.

Of the fiscal year 1867-'68 it has not been deemed necessary to give the details. The following are its aggregate results:

Value of duty-paying imports	$24,226,683 00
Exports	20,343,507 00
Duties received in gold	5,400,000 00

The following is a condensed view of the commerce of Canada with all nations, exhibiting the value of her exports to and imports from Great Britain, her colonies, and foreign countries, including the United States, for the fiscal year ended June 30, one year before and one year after the termination of the reciprocity treaty. The tables are copied from the official returns of Canada. The intermediate year of 1866 is omitted, the year when the treaty ended. It was exceptional in its character, being large quantities of different articles having been imported into the United States in anticipation of the additional price realized for them when the duties on Canadian products were again enforced:

Countries.	Value of exports.	Value of imports.
1865—Great Britain	$14,726,008	$21,035,871
North American colonies	1,065,057	511,570
British West Indies	41,313	209,329
United States of America	25,812,923	*13,589,055
Other foreign countries	835,850	3,274,644
Total	42,481,151	38,620,469

* Exclusive of specie or free goods.

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The following tables show the trade of the dominion of Canada with the United States and other countries for 1867, the first year after, and unaffected by, the termination of the treaty:

Summary statement of the value of imports, duty collected, &c., in Ontario and Quebec during the fiscal year ending June 30, 1867.

Imports.	Total value.	FROM WHAT COUNTRY IMPORTED. Great Britain.	British colonies of North America.	British colonies of West Indies.	United States.	Foreign countries.	Amount of duty.
Dutiable goods	$35,752,744	$26,227,818	$388,673	$130,264	$6,060,013	$2,945,976	$7,001,660 77
Free goods	16,880,926	7,833,151	719,700	7,538	7,997,137	323,400	.....
Coin and bullion	6,411,312	199,540	.....	.....	6,211,752	20	.....
Foreign reprints of British copyright works	4,005	.....	.....	.....	2,005	.....	.....
Total	59,048,987	34,260,509	1,108,373	137,802	20,272,907	3,269,396	7,001,660 77

Summary statement of value of exports from Ontario and Quebec, articles of Canadian produce, during the fiscal year ending June 30, 1867.

Exports.	Total value.	Great Britain.	British North America.	West Indies.	United States.	Foreign countries.
Produce of the mines	$541,234	$301,105	$6,722	.....	$233,327	$80
Produce of the fisheries	784,636	113,936	113,758	$16,860	115,767	424,315
Produce of the forest	13,948,648	6,889,783	31,011	3,408	6,831,252	193,194
Animals and their products	6,118,639	2,125,271	289,026	3,967	3,686,191	14,184
Agricultural products	16,765,981	2,770,293	2,776,008	8,983	11,185,227	25,470
Manufactures	895,767	186,200	183,177	20,597	459,391	46,402
Coin and bullion	2,916,034	511,650	.....	.....	2,404,384	.....
Other articles	416,121	48,878	18,887	.....	347,929	427
Ships built at Quebec	1,005,076	818,440	.....	.....	.....	186,636
Goods not the produce of Canada	1,678,083	1,196,948	130,608	.....	320,332	30,195
Total value of exports	45,070,219	14,962,504	3,549,197	53,815	25,583,800	920,903

The main features of the trade of the dominion of Canada with the United States and Great Britain through a series of years are correctly expressed in the above tables, which are not always accurate in details. The changes in them from year to year which they may exhibit will be found to exist in these fluctuations in trade produced by the laws of supply and demand. An examination of the above Canadian returns shows that the commerce between the two countries has not been materially disturbed by the termination of the reciprocity treaty, although the United States have received a large addition to their revenue from the duties paid into our treasury on Canadian productions. It discloses the additional fact that the Canadians now, as in times past, sell to us and buy of Great Britain. The contrast between $75,000, the amount of revenue annually received by the United States from Canadian imports during the operation of the treaty, and the large amount received since its termination, will occur to every one. It will also be remembered that the duties exhibited in the revenue tables already given are in gold. Com-

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puted in our currency they exceed $7,000,000, annually. It is a significant and important consideration that, during the whole existence of the treaty, a period of 10 years, the United States collected $750,000, while in the two fiscal years elapsed since its termination, instead of $750,000, we have collected about $14,000,000, in our own currency. While our revenue has been thus increased there has been no loss of trade.

In a previous report it was shown that, for a large proportion of her productions, Canada is placed in the position of a farmer who has only one customer. Hence the value of our markets has always been highly appreciated by the Canadians. Their parliament has not hesitated to call attention to the great difference in price of the same articles in the two countries; and the practical test of the whole question is shown by the very large importations made from Canada into this country, even now when high duties are paid on them. Nine-tenths of the Canadian exports to the United States consist of products of the forest, animals and their products, and the products of the farm. They do not sensibly affect our markets, and are less in value than those of any agricultural State in the west. They have no more perceptible effect on our markets than the waters of a stream collected from a small surface have upon one of our inland seas.

In fact, the daily prices current at Montreal and Toronto, each the commercial metropolis of its province, and the index to the prices throughout the whole "dominion," are governed entirely by the market prices in the United States, exchange, duty, freight, and expenses being added. This is shown by the daily commercial reports in Canada.. The view thus taken is confirmed by the collectors of customs at all the leading ports on the northern frontier, as will be seen by extracts from their reports to me, given in the appendix hereto, (see A.)

The comparative magnitude of the flour and grain trade of New York and Montreal—each the commercial centre of its own country—is shown by the following tables, compiled by Elmore H. Walker, a gentleman who has rendered great services to the public by diffusing much valuable statistical information as to our inland commerce.

Tables showing the receipts and exports of flour and grain at New York and Montreal for eleven months of the lastfo ur years.

RECEIPTS.

	1868.	1867.	1866.	1865.
Flour.....bbls..	2,664,497	2,409,476	2,494,979	2,288,393
Wheat.....bus..	12,700,198	9,448,974	3,546,831	7,810,347
Corn.....bus..	18,672,678	14,600,260	20,689,852	14,794,440
Oats.....bus..	9,905,916	7,890,554	7,689,352	9,056,799
Barley.....bus..	2,749,354	2,538,730	4,832,766	2,904,050
Rye.....bus..	760,915	745,678	1,048,675	677,503
Peas.....bus..	368,491	655,385	406,582	140,586
Total bushels.....	45,157,552	35,879,586	49,223,058	35,383,725

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Tables showing the receipts and exports, &c.—Continued.

EXPORTS.

	1868.	1867.	1866.	1865.
Flour.....bbls..	944,730	821,302	849,297	1,270,110
Wheat.....bus..	5,481,990	4,196,123	389,605	2,091,125
Corn.....bus..	5,723,395	7,310,409	10,816,301	3,480,013
Oats.....bus..	81,723	118,345	1,103,655	70,816
Barley.....bus..	.....	887,863	801,380	.....
Rye.....bus..	153,093	417,995	211,231	170,694
Peas.....bus..	178,818	601,412	168,973	74,049
Total bushels.....	11,619,028	13,531,147	13,491,145	5,886,697

RECAPITULATION.

	Receipts.		Exports.	
Year.	Flour.	Grain.	Flour.	Grain.
	Barrels.	*Bushels.*	*Barrels.*	*Bushels.*
1868.....	2,664,497	45,157,552	944,730	11,619,028
1867.....	2,409,476	35,879,586	821,302	13,531,147
1866.....	2,494,979	49,223,058	849,297	13,491,145
1865.....	3,288,393	35,383,725	1,270,110	5,886,697

The following will show the receipts of flour and grain at Montreal by rail, river, and canal, from January 1 to December 1, 1868, and exports for the same period, compared with corresponding period in 1867:

	Receipts. 1868.	Receipts. 1867.	Exports. 1868.	Exports. 1867.
Flour.....bbls..	748,383	662,400	503,946	200,369
Wheat.....bus..	2,406,232	2,798,255	1,123,717	1,446,637
Corn.....bus..	1,061,819	891,605	735,047	643,528
Oats.....bus..	125,802	280,507	856,192	898,000
Barley.....bus..	102,195	127,421	458,915	166,038
Rye.....bus..	2,797	128,765	6	21,916
Peas.....bus..	512,778	1,298,106	642,974	1,741,558
Total bushels.....	4,211,623	5,524,659	3,816,851	4,917,679

The essential and unchangeable characteristics of this trade are beyond the influences of temporary legislation on either side, and must be governed by those leading facts as to geography, climate, and configuration of the continent, which were more particularly set forth in a previous report already submitted to Congress.

The views then expressed have since been confirmed by the unsuccessful efforts of the Canadians to negotiate treaties of commerce in a southward direction with Cuba, the West Indies, Mexico, Brazil, as well

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as other countries in South America, and to extend their trade with India and China. The distance to Cuba from Montreal, by way of the St. Lawrence, is at least three times as great as through the United States.

THE RIVAL CARRYING SYSTEMS.

To understand the influence of our respective geographical positions upon the commercial intercourse between the United States and the "Dominion of Canada," it should be known that Port Colborne, on Lake Erie, in the province now called Ontario, is the entrance to the Welland canal, and thence, through Lake Ontario, to the St. Lawrence canals. Buffalo, in the United States, and opposite Port Colborne, is the entrance to the Erie canal, leading through our own territory, and *via* the Hudson river, to our seaboard.

All western commerce occupies precisely the same status to these important points, whence diverge the two lines of water communication, frequently regarded as the great rival routes for the trade of the northwest. A glance at the map will confirm this fact. The proposed Niagara ship canal is on the American side, and parallel to the Welland canal, and if constructed, and of any commercial utility, must form the American link in the St. Lawrence canals through Canada.

The following is a statement of the relative distances, *via* the St. Lawrence canals and the Erie canal, to New York and Boston, the two chief northern ports of the United States—the saving of distance in sending to New York being an equal saving to all the more southern and Atlantic ports:

	Miles.
Distance from Port Colborne to Montreal	500
Distance from Montreal, through river and Gulf of St. Lawrence, to track of commerce in the Atlantic	1,000
Distance from Port Colborne, *via* St. Lawrence canals, to Boston	2,500
Distance from Port Colborne, *via* St. Lawrence canals, to New York	3,000
Distance from Buffalo, *via* Erie canal and Hudson river, to our seaboard	500

During the six months when the St. Lawrence route is open, it is seldom safe, owing to strong currents, immense masses of ice, and fogs almost perpetual, the latter being caused by the meeting of the tropical waters with those brought down from the polar seas.

These geographical facts must determine, through all time, the supremacy of our markets and our carrying systems for the inland commerce of North America. Adverse legislation by our foreign neighbors may, for a time, deflect portions of our inland and foreign commerce from the natural channels of ingress and egress to and from our Atlantic cities, but only to re-act to the loss of those who have the temerity to try the experiment.

We have seen by the tables already presented, that only a small proportion of the grain carried to New York is exported abroad. Of these exports a large share is sent to the West Indies and other southern countries. As the route through our Atlantic ports to the great grain-consuming and manufacturing regions of our eastern States, as well as to the foreign and domestic markets south of New York, and supplied

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with grain and flour from the United States, is much shorter through our own country than *via* the St. Lawrence, the value of the English grain market is worthy of investigation, although, even for this, the route through the United States has superior advantages.

COMPARATIVE IMPORTANCE OF THE ENGLISH GRAIN MARKET.

The importance of England as a mart for grain produced on this continent is greatly overrated. In 1848 the "corn laws" were repealed. Our farmers confidently expected that a large market would be opened for their grain. But the importations into Great Britain during the 12 years subsequent to the repeal were five times as large as those from the United States within that period. Our home market had increased so much that our exports of breadstuffs to England had decreased at least 27½ per cent. in proportion to our population. Milwaukee and Chicago alone often send off in 10 days more grain and flour than England takes from us in a year, reckoning the average of the last 20 years. These statements are not based upon the data of isolated seasons. The position of the wheat-producing portions of the British possessions on this continent makes New York, for them, as well as for the United States, the great northern continental depot for shipping, whence low freights, arising from brisk competition, are found, to which return cargoes can be had, and whence, throughout the whole year, the merchant can transmit produce either to Old England, New England, or southern markets—thus presenting to the western farmer and shipper great advantages over Montreal.

THE AGGRESSIVE POLICY OF CANADA.

Canada has, during the last quarter of a century, expended $138,235,413 in the construction of unprofitable railways and canals, with no local traffic, population, or commercial wants commensurate with such stupendous undertakings, but relying upon the diversions of our inland commerce to sustain them. The motives of her policy are almost as well known as the works she has constructed. The Hon. A. T. Galt, the Canadian minister of finance, in a late speech, on behalf of the government, said:

> We have no trade ourselves which would require enlargement of the canals: no trade which would justify us in enlarging them; we could only be repaid for such improvements by obtaining the American States' trade and making it pay tolls or otherwise contribute to our revenue.

How far our government will be willing to surrender its trade and revenues as a tribute to this policy of a gigantic British-Canadian rivalry, will depend upon the character of American statesmanship.

CANADIAN TARIFFS—THEIR INFLUENCE ON UNITED STATES RAILROADS, SHIPPING, ETC., ETC.

A statement of the changes in the Canadian tariff, since July 6, 1866, as required by the resolutions of the House of Representatives, will be found in the appendix hereto, (see B.)

It will be seen that Canada, with a view to exportation and the demands of the maritime provinces, now admits wheat and flour free of duty. She has no crop so cheap and profitable, for various manufacturing and other purposes, as corn bought from us. It is a domestic necessity with her to purchase it, as she cannot produce it so cheaply as she can buy it, and any duty levied by her upon wheat and corn, our two staple articles

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of agriculture, must be paid by her people. Owing to the geological formation and the position of the most populous and rapidly-increasing portion of Canada, she will always be compelled to carry her coal from distant mines, chiefly from the United States, her own consumers paying whatever duties may be imposed on it.

A characteristic feature of the Canadian tariffs is, that although the usual rate of duty levied on textile fabrics and other manufactures is 15 per cent., the materials used in manufacturing are carefully exempted from taxation. Many articles already in part manufactured are also included in the exemptions for this purpose. This course is carried to the fullest extent in reference to shipbuilding, all articles used either in building or furnishing a ship being imported free of all duty.

A similar policy exists as to railroad iron in all its forms, to locomotives, and engine frames, and to everything used in the constructing of railways. To so great an extent are facilities for shipbuilding carried out, that such a vessel as would cost about $100 a ton in the seaports of the United States can be made for little more than half that sum in the ports of the provinces, estimating in the currency of the United States. The influence of this great advantage in favor of provincial shipping and foreign industry over those of our own country, both in competition for inland commerce on the lakes and rivers, and for trade carried on between the two countries on the coast, and with all regions beyond the sea, deserves grave attention; and the concessions made in the same way to provincial lines of railroads, also competing with our own, are scarcely less worthy of consideration. The coasting trade of the British provinces has never been conceded to the vessels of the United States. Foreign ships might go from one colony to another, but even this limited privilege is now taken away by the confederation of the British North American provinces. The imperial act 16 and 17 Victoria, chapter 107, section 163, is as follows:

"No goods or passengers shall be carried from one part of the British possessions in Asia, Africa or America, to any other part of the same possessions, *except in British ships.*"

Some years ago, in my report to Congress, referring to the successive and successful legislative efforts of Canada to divert and control our commerce, the origin of this evil and the injury to our industrial interests were pointed out as follows:

"In the profits accruing from freight between the two countries, the advantage, since the treaty, has been in favor of British shipping, the value of exports and imports by the vessels of each country being regarded as the test. In the five years ending June 30, 1854, the value of domestic exports to Canada in British bottoms was $12,595,816, and in American bottoms $16,595,816, the preponderance in our favor being about one-third; whilst in the five years since the treaty, and beginning with July 1, 1854, there was an excess against us of nearly one-half, the value being $26,330,720 in American vessels, against $38,942,652 in vessels of British nationality. No marked inequality exists in the imports of the United States by the shipping of both countries, the value carried by them respectively, $37,223,665 in American, and $36,528,968 in foreign vessels.

"In this competition of shipping, American ship-owners ran a race in fetters. The staple manufacture of Canada has long been that of shipbuilding for exportation. A cheap and abundant supply of labor for this purpose is obtained at Quebec during the long winter suspension of navigation; and the value of ships built there for sale in foreign markets exceeds by many times that of all other manufactured exports of Canada. This branch of industry is encouraged by admitting all the

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materials used in the construction, rigging, or equipment of ships, either at a nominal rate of duty or entirely free, or subject to a return of duty to the ship-builder when satisfactory proof is given that they have been used for this purpose."

The evil here exhibited has now grown into vast proportions, and is aggravated by the burdens of our own legislation. It is becoming as disastrous to our foreign commerce as the armed ships of Great Britain under rebel flags were to our merchant marine during the late rebellion. Heretofore the ship-owners of England and other commercial nations bought our vessels, which were seen on every sea, and sailed under the flag of every nation. The practical consequences of our legislation are well stated in the following "Address of the Ship-builders and Ship-owners' Association of Maine:"

"It has been intimated, and the proposition has been seriously entertained in high and influential places, to repeal our navigation laws and admit all foreign-built ships to American registry! Is not this a sufficient inducement to bestir ourselves, and at once lay before Congress the reasons why that should not be done? Should we not show them that this will be a great national disaster, and more ruinous to one of its members than the hurricanes and earthquakes which have of late so severely afflicted other regions. The Philistines, with a view to keep the Jews in perfect subjection to them, took away their artisans, so that 'there was no smith found throughout all the land of Israel.' And were they not wise? What more perfect device could be employed to keep a people in subjection than to take from them their skilful workmen? And is not this just what this proposition amounts to? Our shipwrights would be drawn away to the new British dominion, and all their skill employed to add to the wealth and arrogance of that power which has inflicted upon us such deadly injury. Is the American nation willing to aggrandize that power to the ruin of itself, and present to the world the humiliating spectacle of relying on other nations for its ships, while it possesses more abundant means for their construction than any other nation whatever, and might, but for its own unwise legislation, be the great source of supply to all nations? Were this policy carried out, the immediate effect would be the continued silence of our ship-yards, the transfer of our shipwrights to foreign countries."

What is true of Maine can be well said by the people of every frontier State upon our 6,000 miles of river and lake coast, especially if Congress should repeal "our navigation laws and admit foreign vessels to American registry."

Our lake marine and our railways now have to compete with British-Canadian carrying systems, constructed at half the cost of their American rivals. Admit Canadian vessels to registry and the asserted ownership will be nominal. Their admission will be equivalent to the repeal of the navigation laws, permitting foreign vessels to coast or carry goods from one port in the United States to another, as Canadian railways are allowed to transport from one inland port in the United States to another, under a very liberal authority. It would then be said everywhere on our inland shores, as it is now said in Maine, that "our ship-yards are idle, and grass has grown where formerly was the busiest tread of our workmen."

Already, estimated by tonnage, the American vessels employed on the ocean have been reduced from 1861 to 1867 more than one-half. Few, perhaps, adequately appreciate the value of our inland shipping, or are cognizant of the fact that its tonnage now exceeds, or is considerably more than double that of the shipping employed in foreign trade. If the

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coasting trade should be thrown open to British-Canadian rivalry, the inland shipping, the last remaining object of honorable pride to our navigation, would soon be driven from our inland seas, through the methods which have already reduced our ocean-going vessels to less than one-half of their former number, and continue to diminish them.*

Only by adopting the principle of exempting from duty, or allowing a drawback upon all articles used in the construction of ships, can our former naval prosperity be restored. The same principles should also be extended to all our means of inland transit. By this course transportation of our great staple products would be cheapened, and our exports be enabled better to compete in foreign markets, thus aiding materially in turning the actual balance of trade in our favor.

The whole modern scheme of British-Canadian internal improvements, with their ingeniously-contrived tariffs, originated in a perversion of the freedom conceded to the trade and commerce between the two countries, by the adoption of the reciprocity treaty. Without such concessions British capital never would have found investment in the immense public works of Canada; nor could those rival carrying systems to-day find any important support, except upon the basis of our bonded system, the warehousing act of 1854, and the most liberal construction of the act of 1799, permitting the transit of foreign and domestic goods, first through our territory, then through Canada, and afterwards to their ultimate destination in this country.

The privilege was accorded to Canadian railways to carry foreign or American merchandise from one part of the United States to another, while the navigation act of 1817 prohibited the carriage of the same property by foreign vessels from one port to another port in the United States. It should be remembered that the same facilities enjoyed by Canadians over our citizens in ship-building also inure quite as fully to their advantage in the construction, operation, and repairs of railroads, and that competition between lines on the different sides of the national boundary is not merely a question of distance, about which no just doubt can be raised, but also of cheap construction; and to aid in this direction, the Canadian has not only labor comparatively untaxed, but also a plentiful supply of untaxed timber and untaxed iron in all requisite forms.

Further investigation of this branch of the subject is now omitted, as the instructions from you dated March 27, 1868, directing me to inquire into the workings of the regulations of the Treasury Department, so far as they relate to the northern frontier, are more fully considered in a supplementary document, showing the superior advantages thus enjoyed by the Canadian railways in competition with our own.

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*The distinguished commercial representative from the city of New York, in his speech, in international convention at Portland, said, "That the inland commerce of a country is vastly more important to that country than its foreign commerce. The very element of prosperity in foreign commerce is domestic commerce. (Applause.) The commerce which sails upon your lakes—Ontario, Erie, Superior, Michigan—and which sails upon your canals, is in value four times that of the commerce which is borne in ships from the seaports of this country to the old world" (Applause.)

†Mr. Nimmo, chief of the tonnage division of the Treasury Department, estimates that the inland commerce of the United States is about *seven times* as great as the commerce between the United States and foreign countries (other than the British Possessions of North America) in American vessels; and about *three times* as great as the foreign commerce of the United States in both American and foreign vessels.

He also states that during the five years ending June 30, 1868, only 39 per cent. of the aggregate tonnage entered at ports of the United States from foreign countries was in American vessels; the remaining 61 per cent. have been in foreign vessels.

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ESTIMATE OF THE ST. LAWRENCE ROUTE.

As an explanation of the partial character of the treaty in not providing for a really reciprocal exchange of the products of labor, it is often urged that the admission to the St. Lawrence and its canals compensated for the deficiency. If with the advantages conferred upon our territory by nature, we cannot on a footing of just equality maintain the superiority of our transit system, we ought to succumb; but an impartial examination discloses the fact that while the navigation of Lake Michigan, granted to the Canadians by the treaty, has been of much benefit to their shipping, which by its cheapness drives our own heavily taxed vessels out of the field, those have been greatly mistaken who imagined the St. Lawrence would prove a great highway from the west to the ocean.

COMPARISON WITH THE AMERICAN ROUTE—NATIONAL CANAL POLICY OF NEW YORK.

As the navigation of this river was one of the supposed equivalents granted to us by the treaty, its real value becomes an important subject of investigation. Beyond this it cannot be alleged that Canada has any equivalent to give us for the advantages of our markets. Hence a comparison between that route and the connecting line between the lakes and the ocean through our own country is an essential portion of the answer to the inquiries submitted to me. Nor can consideration of the terms on which the use of the great American canal is enjoyed by the public be properly omitted, as that work is the chief competitor with the Canadian lines, and we depend upon it for the maintenance of commercial supremacy in competition with Canada.

No other work of equal magnitude is known to us, except the canal of Languedoc, by which, two centuries ago, Louis the XIV, known in history as the "Grand Monarque," the most magnificent sovereign who ever occupied a throne, connected the Mediterranean sea with the Atlantic ocean. The policy adopted by the enlightened statesmen who projected both these great works was alike. That of the State of New York was so far to improve the geographical advantages of our position as to pass through our territory the then undeveloped commerce of the west, and gradually to improve these facilities to such a degree as would be necessary to meet the requirements of the growth. Statesmen did not at first foresee the future importance of their work as the means of international communication across the continent, but they recognized the wisdom of Louis XIV through Colbert, his profound and sagacious financial minister, in relation to the tolls on public canals or national highways. This formed a noble precedent for the policy adopted by those wise and venerated benefactors to that State and the nation as to our chief thoroughfares. The French monarch placed the tolls on his great work at so low a rate as to be only an adequate compensation to Reque, the engineer, for keeping it in a good, navigable condition. This policy was adopted not so much with a desire for the welfare of the French people as from the more selfish but enlightened motive of raising the greatest amount of revenue. The king was justified by the results, and found that if considered solely as a question of financial policy for his exchequer, it was better to tax wealth only when it had accumulated, and not to arrest industry in the work of production or in the cheap and profitable exchange of commodities.

In every just apportionment of taxation the increase of taxable wealth decreases the burden upon the individual and the masses. All eminent

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writers on political economy confirm the belief that whether the freedom of internal commerce and industry be interrupted by impassable mountains and swamps, or by oppressive tolls or restrictions, the effect is equally pernicious.

When she entered the Union the State of New York relinquished that part of her revenue which was derived from duties or taxes on foreign commerce. In the same spirit of true union the national character of the canal was fully recognized from the beginning; and the State, declining to tax inland commerce, never used the tolls levied upon transit, except to repay the cost of making the canals and of maintaining them, thus granting facilities to the transit of western productions at a time when she possessed a monopoly of the inland trade, and practically recognizing the right of free way through her territory, as a right of nature which could not justly be withheld from the States of the interior. The leaders of public opinion in the State, without distinction of political party, now adhere to the view thus early adopted. They seek by the development of mutual and material interests to strengthen the bond of union between the States.

Much of the value attributed to the navigation of the St. Lawrence has arisen from the traditionary estimates placed upon it when no other line of communication by water connected the great lakes with the ocean. The Hudson penetrated far toward the inland seas, and thus dictated the site of the commercial metropolis of the Union. But beyond the navigable portion of that river transit was difficult, and its cost so great as to be prohibitory. In this condition of affairs the minds of the early settlers in the then "far west" naturally turned to the exit afforded by the magnificent river-fed from the great lakes. If at that time the banks of the lower St. Lawrence had been occupied by people animated by the enterprise and foresight of commercial life, and if the State of New York had not then numbered among her citizens men of a comprehensive sagacity never surpassed, and combined with statesmanlike intrepidity and perseverance no less remarkable, the St. Lawrence might have become the great thoroughfare from the western States to the Old World; our national trade would for a time have been deflected northwards, far beyond the boundaries of the New England States. Montreal would have taken precedence of New York. The whole commercial condition of the continent might have been temporarily changed, and the trade and manufactures and shipping of Great Britain would have been fostered and promoted to the same extent as the progress of our own would have been impeded. At the time when they were needed, men worthy of the occasion opportunely arose among us. They appreciated the momentous importance of having the commercial metropolis of the continent within our own domain; saw the significance of the great valley through the interior of the State; understood the geographical nature of the continent, and the finger of destiny did not point in vain at the only portal in the Alleghany mountains, through which the waters of the lakes and their commerce are now practically conducted to the mouth of the Hudson, with immense profit to the nation in every department of its industry.

The undertaking thus initiated had so much influence upon our commercial relations with Canada in the past, has now, and must have more in the future, if a wise and liberal policy is adopted by the general government, that a brief historical reference to the views of its founders, and the principles in which their successors have been governed, faithfully indicate what that policy should be.

In 1808, when discussions as to the Erie canal first assumed the form of definite action in the legislature of the State of New York, all minor

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and selfish interests were patriotically regarded as subordinate to the national welfare. The legislature itself, voluntarily renouncing the advantages of geographical position, except in participation with the other States of the Union, confidently expected aid from the nation at large, and passed an act "causing an accurate survey to be made for the most eligible and direct *route* for a canal to open a communication between the tidewater of the Hudson river and Lake Erie, *to the end that Congress may be enabled to appropriate such sums as may be necessary for the accomplishment of that great national object.*"

On the 8th of April, 1811, a further act was passed. The comprehensive objects expressed in its preamble were by means of a canal navigation between the great lakes and the Hudson river, to "encourage agriculture, promote commerce and manufactures, and facilitate a free and general intercourse between the different parts of the United States, tending to the aggrandizement and prosperity of the country, and to consolidate and strengthen the Union."

Clinton, Morris, Fulton, and others, were appointed commissioners for the consideration of all matters relating to the proposed inland navigation. They were empowered to make application in behalf of the State to the Congress of the United States, or to the legislature of any State, to co-operate in the undertaking. It was not believed that a work so universal in its benefits would be left to the isolated efforts of a single State.

During the presidency of James Madison the commissioners thus delegated proceeded to Washington and presented the application to Congress. The President made their proposals the subject of a special message, dated December 3, 1811, recommending the proposed undertaking for its national as well as its military objects, and suggesting the adoption of whatever steps might be necessary to insure its accomplishment. At the request of Albert Gallatin, then Secretary of the Treasury, Clinton, Morris, and Fulton drew a bill, in effect, appropriating $8,000,000 for the work, and embodying the memorable words: "*On condition nevertheless that no tax, toll, or impost shall be levied upon the passage of boats through the said canal, other than such as may be needful to pay the annual expenses of superintending and keeping it in repair.*"

The bill, together with the special message of the President, was referred to a large committee and was favorably received. Gallatin, the Secretary of the Treasury, in answer to a letter from the committee, urged their favorable action upon considerations of the wisest statesmanship and purest patriotism; but as expectation, verified by subsequent events, was held that a rupture with Great Britain was impending, Congress finally declined to make the appropriation at that time, on the ground that "the resources of the country might be required to support a war."

The commissioners marked their sense of the refusal to grant aid to a national object no less important in war than in peace by saying, in the conclusion of their report to the legislature:

> These men console themselves with a hope that the envied State of New York will continue a suppliant for the favor and a dependent upon the generosity of the Union, instead of making a manly and dignified appeal to her own power. It remains to be proved whether they judge justly, who judge so meanly of our counsels.

Congress having told the New York statesmen to wait until the war was over, they replied that they would not wait; that "delays were always the refuge of weak minds." In the current language of those days they called the work "the grand Erie canal," appreciating the sublimity of the beneficent changes it would produce in opening out for immigration and the use of mankind an area of fertile land greater

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in extent than the narrow edge of the continent occupied by the leading nations of the Old World, more clearly in the confidence of their well-founded hopes than we do now who look at their realization as a fact accomplished long ago.

After the postponement of aid by Congress, applications were made to the legislatures of different States; several of them returned favorable answers, but the war with Great Britain having begun, little progress was made.

On the 10th of November, 1816, De Witt Clinton, as president of a board of commissioners, appointed the previous year, renewed the application to the government of the United States, and on behalf of this State he represented, again bore significant testimony to the lofty purity of her motives in seeking her own interest only by promoting the national welfare. He said:

The State of New York is not unaware of her interests, nor disinclined to prosecute them, but when those of the general government are concerned and seem to be paramount, she deems it her duty to ask for their assistance.

Finding that all her efforts to secure aid from other States or the general government were unavailing, the State of New York alone and with the slender resources of those days resolved to commence the gigantic undertaking. Even then she persevered in rejecting considerations merely selfish. Her commissioners repudiated the idea of a "transit duty" to be levied for the advantage of the State, and said this would be "the better course if the State stood alone, but fortunately for the peace of the Union this is not the case. We are connected by a bond which, if the prayers of good men are favorably heard, will be indissoluble."

The act inaugurating the construction of navigable communications between the great western and northern lakes and the Atlantic ocean was passed by the State, April 15, 1817, and was based upon an important memorial presented to the legislature by the leading merchants and men of influence in the city of New York. It stated that—

Whereas navigable communications between Lakes Erie and Champlain and the Atlantic ocean, by means of canals connecting with the Hudson river, will promote agriculture and manufactures, mitigate the calamities of war, and enhance the blessings of peace, consolidate the Union, and advance the prosperity and elevate the character of the United States, it is the incumbent duty of the people of this State to avail themselves of the means which the Almighty has placed in their hands for the promotion of such signal, extensive, and lasting benefits to the human race.

Having originally taken upon herself whatever there might have been of risk in making at her own unaided cost a channel of cheap communication by water between the citizens of the eastern and western States, and between those of the west and the great highway of the world, the State of New York, from patriotic motives, continues to be the great regulator of the cost of transit between the east and west, protecting no small proportion of the people of the Union against those extortionate charges which might have been levied if the canal, with its natural monopoly of position, had fallen into the hands of speculating individuals or companies. It is computed that during the six months of navigation the canal alone carries as large a tonnage of freight as the five chief trunk railroads from west to east during the whole year, at half the cost to the public, being a saving annually to the great consuming and producing classes of the United States of $36,580,000.

The average cost from Chicago to New York via the lakes, the Erie canal, and the Hudson river, including canal tolls and carriers' profits, embracing a period of 10 years, is $7 66½. The cost of transportation on the Central railway, as given in annual reports, taking the average

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for six years, is one cent four mills and nine-tenths of a mill per mile, not including carriers' profits. This average applied to the distance from $6 65.1 more per ton than the average cost for a period of 10 years via Chicago to New York by rail, 988 miles, makes $14 31.6 per ton, or the lakes, the Erie canal, and the Hudson river, including State tolls and profits of carriers. The through freight moved eastward by the five trunk lines and the Erie canal is about, in round numbers, 5,500,000 tons, which, if multiplied by $6 65.1, the difference before mentioned, would make a difference between rail and water transportation of all carried by either method of $36,580,500, and with the profits of the railway companies added to the actual cost would augment this amount largely.

RIGHT OF WAY THE RIGHT OF THE MILLION.

There is no withdrawal from the original doctrine of the State that the canal should be considered as a trust from which the State should receive back simply what it advanced for construction and maintenance, and employ the surplus for the improvement of the work and cheapening the service it renders to the public. Such were the views held at the constitutional convention of the State in 1867,* when the principles enunciated in 1846 by its master spirit, Michael Hoffman, were quoted, reiterated, and approved by the leading men on all sides. He said:

The right of way is the right of the million. The sovereign holds it in trust, and can exercise it only for their benefit, and has no right to make a revenue out of it. Such a course must engender the worst oppression and the worst corruptions, and soon realize the worst vices of the worst governments—taxation on all we consume, which will allow nothing to go to or from the markets without tribute to the State.

NATIONAL CHARACTER OF THE CANAL.

The truly national character of the work and of its value is shown by the fact that the commerce passed over it and belonging to the people of its own State is only one-ninth of the aggregate, the remainder coming from the western and central States, or Canada. The State of New York does not furnish as large an amount of tonnage for the canal as is supplied by either Michigan, Illinois, or Wisconsin, singly. No less conclusive is the testimony of half a century as to its unequivocal success, present value, and certainty of the continued increase of its trade.

The magnitude of the present annual productions of the States bordering on the lakes is not entirely unknown to the public; but few know how fertile is the soil and genial the climate of the vast areas to the northwest of Lake Superior, soon to become settled and increase that yet undeveloped commerce of the lakes which will pass through our own territory, enrich our merchants, employ our own people, and aid in diminishing our national burdens, if we are true to our own just interests and are faithful stewards of the public trust committed to our charge.

Already the average annual income of the canal, after deducting all expenses, is $3,000,000, carefully applied to the extinction of the debt incurred by the construction. At the present rate of income, not computing its prospective increase, the debt will be wholly discharged in eight years. Subject to the existing lien on it the canal could now be readily sold for at least $50,000,000.

* Evarts, Tilden, Church, Corning, Opdyke, Dr. Dwight, professor of international law, in Columbia College, Brooks, Murphy, Eustiss, Cassidy, Clark of Rochester, and others, members of the New York constitutional convention in 1867, repudiated the idea of taxing commerce upon the canals, maintaining that only tolls should be levied to pay for construction and repairs.

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It has been seen that in the rivalry between the carrying systems of the St. Lawrence river and the Erie canal, or Hudson river, the route through our own country is incomparably the most successful competitor, affording, even to a large proportion of the Canadians themselves, the best means of communicating with Atlantic ports and the world at large. Yet it is said that with certain enlargements of her canals the St. Lawrence would bear away the palm of victory, and British-Canadian capitalists are urged to invest in the doubtful experiment. A sum small in comparison with the present cost of the Erie canal, expended in judicious improvements upon it so as to permit the passage of boats of a greater size, would reduce by one-half, or 50 per cent., the present cost of transportation on it. A similar saving has been actually effected by similar means already applied, and competent engineers and statisticians bear testimony to the repetition of equal results from further improvement.

PROPOSED IMPROVEMENT OF THE CANAL AND ITS NATIONAL RESULTS.

Under the liberal system hitherto adopted by the State of New York, this reduction in the cost of freight would inure to the benefit of the western farmer by practically diminishing distance between him and the consumer in the cities and manufacturing districts in the east, and our customers throughout the world. The State, after all her expenditures, is yet only the friendly channel or medium between the producer and consumer, and is interested for her own citizens only so far as they constitute a part of the whole people of the Union.

In a previous report the attention of Congress was called towards securing the realization of the proposal of the State of New York (still embodied in a law) to adapt the Erie and Oswego canals of that State to the military uses of the national government. To attain this object only a small sum is necessary compared with that required to overcome the natural obstacle of Niagara Falls. The desired result could be attained in one-third the time and at one-third of the cost necessary for the completion of any practical work that could carry the line of trade round the falls. Nor would the adaptation of the New York canals to the uses proposed be only an experiment, costly in expenditure of time and money.

Impressed with these considerations, and the fact that applications are now entertained by Congress for the grant of large national aid to open new commercial channels and improve old ones from the west to the seaboard, it is respectfully submitted, as a measure of sound political economy, regarding the national wealth and the revenue to be derived from it, that such aid as may be necessary for the judicious improvement of the Erie canal to its maximum capacity for transportation, so as to enable it to carry expeditiously and at the lowest practicable cost such freight as may be brought to it, shall be granted by the general government of the United States, provided the State of New York shall, at the same time, pledge its faith by a simple law, embodying in substance the traditionary policy expressed by Clinton, Morris, and Fulton, that after the cost of the canal has been paid no tax, toll, or impost shall be levied upon the passage of boats through the said canal other than shall be needful to pay the annual expense of superintending and keeping it in repair; thus completing a free national channel of inland navigation extending 1,500 miles to the centre of the continent, and practically carrying out the most important feature of the Constitution, by establishing free trade and free commerce between the States.

In the presence of these historical reminiscences and commercial and

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financial considerations, it may now be well asked if the time has not arrived when the general government should not adopt the policy advocated by Madison, Gallatin, Clinton, Morris, and Fulton, by extending its strong arm and taking "the vexed question" of the improvement of this great national channel-way of internal commerce to its maximum capacity from the arena of narrow, conflicting political and local interests, and relieve the friends of a comprehensive and progressive policy in regard to it from those long and trying struggles and delays which have always preceded important improvements. Can national aid be extended to any object through which the national prosperity and revenue could be so largely increased? Should this policy be adopted, the trade and commerce of the border nation would in the future, as in the past, contribute to our public welfare, yielding to the supremacy of our national advantages, and the dominion of Canada would desist from any further unprofitable rivalry.

Had the Canadians been willing to accept the liberal privileges extended to them in the fraternal spirit they were granted, yielding to the destiny unalterably fixed by geography, climate, and the boundaries established under the Ashburton treaty, and not vainly attempted to exercise a commercial dominion (worthy of imperial ambition) over our western trade, and its transit lines to the Atlantic, they would to-day have been enjoying commercial freedom, and free access to our markets for the sale of their products, and would have been permitted to retain the advantages which the reciprocity treaty gave them by placing them on a commercial equality with the States of this Union, without being subject to any of its burdens.

Neither the trade nor the public works of any other country should be looked upon in an unfriendly spirit. It is ignoble to hold other nations back, or obstruct the chariot wheels of progress in any part of the world. We should rather seek pre-eminence by developing those national advantages in our own country which, while they promote our own prosperity, will also benefit others. The expressions of Mr. Burlingame when at the head of the Chinese embassy (he said, "We come here to seek the unification of the human family, and we trust that all will meet us in like spirit in this republic") * embody the policy we should everywhere endeavor to carry into effect. The official enunciation of this doctrine on behalf of the great oriental empire was an event of scarcely less importance than the departure of Columbus on his voyage of discovery to this continent. Certainly the Canadians were met in this spirit when the treaty was negotiated. If instead of this friendly policy the United States had adopted towards them the illiberal course urged by the Canadian minister upon his own country, when he said, "We must keep our own trade within and over its own channels as much as possible," we should never have conceded to her free access to our markets for all she has to sell, and left open for taxation nearly all we sell to her for her own use and consumption, or permitted the free return of products or freight to this side without payment of duty, after having passed over Canadian railroads.

The first formidable opposition, stimulated by the popular sentiment against the treaty, arose from the frequent and short-sighted renunciation, in avowal and practice, of the principle of reciprocity by the Canadians. Not only did the Canadian minister commit this error in his public utterances, but, as has been already stated, he endeavored to

* Mr. Burlingame's reply to Mr. Hatch's address to the Chinese Embassy, at Niagara Falls.

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counteract the natural effects of the treaty by laws discriminating against us.

Higher duties were placed upon our manufactures. Laws were passed to prevent our merchants from selling to Canadians merchandise imported from other countries, and to force business to the Canadian railroads and canals; and legislative enactments were passed, interfering with the natural course of trade, and depriving our people of its just benefits. The grievance was by no means theoretical. Under the tariffs and regulations adopted by Canada the trade of our inland cities with her was destroyed, manufacturers broke up their establishments and removed to the province, and the trade of our Atlantic cities with Canada in imported goods was transferred to Montreal.

The belief, originating in these reasons and held by Congress, that the spirit and substance of the treaty of Washington had been disregarded by the legislators of Canada, led to its termination and the refusal to authorize any negotiations for its renewal. Nor have the Canadians, in proposals submitted to Congress in 1863, or at any other time, ever offered to make such additions to the free list as would fairly carry out a system of just exchange.

CONCLUSIONS.

A treaty, if thoroughly reciprocal, would include all the products of labor on both sides, or at least provide for a fair and equal exchange of them. The party selling the productions of agriculture and the forest should remove all laws preventing the sale of manufactures on the part of the other, and under the present condition of our revenue laws competition between the people of the United States and Canada can only be on equal terms when duties equal to those directly or indirectly exacted by our government from our own citizens are levied on importations the product of Canada. The same principle evidently applies to the competition of the cheaply built and untaxed railroads of Canada with those of our own country, which, through the tariffs and various methods of internal taxation, contribute largely to the revenue of the United States.

In the clear light of past experience our commercial advantages would be fairly estimated in fixing the basis for renewal of reciprocal trade. Nor could the well known fact be overlooked, that since the termination of the reciprocity treaty foreign immigration to Canada no longer stops there, but passes on to the States. If the value of the foreign labor immigration is correctly estimated by the Commissioner of Internal Revenue, in his recent able report, (and who doubts it, when our vast undeveloped resources, with our opportunities for their development, are considered?) there are now millions of dollars added annually to our national wealth from this source of productive industry. The very large amount of revenue, too, now not less than seven millions of dollars, annually derived from Canadian productions without diminishing their importations, deserves and must receive grave thought in any future negotiation between the United States and the new dominion. So, also, will the advanced condition of many manufactures in Canada, originating in the unfair advantage taken of the freedom accorded to her by the treaty.

Instructed by the lessons of the past, and a knowledge of our present financial requirements, a treaty so much desired by Canada might, no doubt, be made so comprehensive in all its details that neither party could be mistaken as to its results, or be capable of evading its spirit or

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substance; or our future intercourse might be left where it now is to reciprocal or independent legislation, to be changed from time to time as the varying interests of our domestic or international relations or the violation of reciprocal obligation might require.

ISRAEL T. HATCH.

Hon. HUGH MCCULLOCH,
Secretary of the Treasury.

APPENDIX A.

The following are the extracts from statements made by the collectors at the leading offices where the revenues are now collected on the northern frontier.

OGDENSBURG, *August* 3, 1868.

The supply and demand in the United States is so much larger than in Canada, that importations from there affect our markets but little.

The following articles are not, in my opinion, imported from Canada in sufficient quantities to affect our markets: Butter, cheese, eggs, wheat, rye, oats, barley, and beef cattle. Our importations of these articles are so small, compared with our productions and with our exportations, that we can be affected but little by the supply from Canada.

PLATTSBURG, *June* 8, 1868.

I submit the following statement as an illustration applicable very generally to all importations made into this district. This past spring large quantities of potatoes have been imported into this district, and the duty of 25 cents per bushel, gold, paid by the Canadian seller or exporter, as the sale has generally been perfected on the United States side of the boundary line, duties paid. The American speculator buying at such prices as to successfully compete with sellers in the Boston market, does the consumer of the imported potatoes pay the duty to the United States when he purchases the potatoes at the same price that another pays for the American product? If the Canadian cannot export his goods at a profit, or the speculator cannot buy in the foreign market and pay the duty at a price that he can sell at in the American market at a profit, he does not purchase. The same can be said in relation to grain, and in fact of nearly all importations into this district.

CLEVELAND, *October* 20, 1868.

The chief articles of importation at this port are lumber and barley. The lumber market here is entirely controlled by the Saginaw market, and Canadian markets do not in the least influence us. The Canada market, to a great extent, is controlled by American markets, and the result is that the Canadian producer has to conform his prices to our market figures here; this virtually makes the Canadian pay the duties on foreign merchandise imported here, as he is compelled to sell his goods so as to enable the importer to pay the duties, and still not overshoot the American market. As the demand in Canada is not equal to the production, the producer is compelled to look to a foreign market for sale of his merchandise, and for this reason he must necessarily regulate his prices by that market to sell. The purchaser in buying always makes allowance for the duties, and the Canadian in his sales deducts the amount, and thus in reality pays the duty himself.

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OSWEGO, *July* 23, 1868.

The effect of the abrogation of the reciprocity treaty, in my opinion, has been the addition of several millions of dollars to the United States revenue, at the expense of our Canadian friends.

There never appeared to me to be any true reciprocity in it, but rather the payment of a very large sum to them for something that was of little benefit to us. As it now is, the import duty is paid by the Canada producer or manufacturer, and not by the American consumer. Any reduction in the rate of duties on importations from Canada would benefit them just so much, and would not lower the market value here.

BUFFALO, *December* 18, 1868.

The termination of the treaty of reciprocity between the United States and the Canadian Provinces, and the subsequent imposition of duties under the tariff enactments on articles of importation, has been a source of large revenue to the United States government, the burden of which has been borne by the foreign producer or manufacturer, and any abatement or reduction of rates would, of course, redound to the advantage of such producer or manufacturer, and would not tend to reduce the value of the article imported in this market. Our market establishes the price, or rather limits the same, for such products or manufactures as come into competition with home products or manufactures; and while the rates of duty under the tariff, on some articles, amount to a prohibition, as articles of general traffic; and while other articles much needed are admitted duty free, still the bulk of the importations into this district from our neighboring foreign soil are of such a nature as that they enter into competition with the products of our own soil, and any rate of duty established on such articles of importation must necessarily fall upon the producer.

APPENDIX B.

CANADIAN TARIFFS.

A conspicuous point of difference in recent Canadian tariffs, compared with the tariff of 1859, is a general reduction of five per cent. in the duties on manufactures.

The latest changes in the Canadian tariff were assented to in May, 1868, and enforced from April 29, 1868. The duty of 15 per cent. is yet usually levied on manufactures, with special exceptions, of which the character may be seen on perusal of the accompanying list. Important changes have been made in many articles used in and on railroads. In 1859 a 10 per cent. ad valorem duty was levied on railroad bars, frogs, wrought iron and steel chairs, locomotive and engine frames, axles, and apparently all articles made of iron and used in making railways or railway locomotives and cars, &c. All these are now admitted free of duty. Among other articles charged with 10 per cent. duty in 1859, but now entirely exempt, are anchors, metallic tubes, copper in bars, bolts or sheets, &c., and other articles used in and about shipping and railroads.

The free list under the tariff of 1868 is very extensive and includes flour, corn meal, and grain of all kinds. There is a moderate duty on animals; and export duties on sawlogs, &c., repealed by the act of 1867, are now not only revived but increased.

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The following is a statement of recent changes in Canadian tariffs, and of the duties on leading articles, especially with reference to American interests:

Articles.	Act of May 11, 1868.	Act of Dec. 21, 1867.
Animals:		
Horses ..... per head..	$15 00	15 per cent. ad valorem.
Horned cattle..... do....	10 00	
Swine ..... do....	2 00	
Sheep ..... do....	1 00	
Butter..... per pound..	04	$0 04
Cheese ..... do....	03	03
Cigars, not over $10 per M.....	3 00	3 00
Cigars, over $10 and under $20 per M	4 00	4 00
Cigars, over $20 and under $40 per M.....	5 00	5 00
Cigars, over $40 per M.....	6 00	6 00
Fish, smoked or salted..... per pound..	01	01
Lard and tallow..... do....	01	01
Meats, fresh or salted ..... do....	01	01
Malt..... per bushel..	40	40
Oils:		
Coal and kerosene, distilled, &c.. per gal..	15	10
Crude petroleum ..... do....	06	06
Spirits:		
Brandy, rum, whiskey, &c..... per gal.. (proof by Sykes's hydrometer.)	80	80
Cordials, &c.....	1 20	1 20
Sugar and confectionery	25 per cent. and specific duty of from 1 cent to ½ cent per lb.	Formerly specific.
Perfumery, fancy soaps, proprietary medicines, &c.	25 per cent. ad valorem.	Same as now.
Leather, sole and upper.....	10 per cent.	Same as now.
Books, (generally)	5 per cent.	Free.
Iron, (certain kinds).....	5 per cent.	Free.
Type	5 per cent.	15 per cent.
Tobacco, (manufactured,) except cigars, and including snuff.	5 per cent. and specific of 15 cents per pound.	.....
Rice	15 per cent.	Free.
Wines	20 per cent. and specific of 10 cents per gallon.	Formerly specific.

The free list is very extensive, including drugs, dye-stuffs, paints, (dry,) used in manufactuing.

Certain manufactures and products of manufactures are admitted free of duty, with a view to the encouragement of other manufactures, shipbuilding, railroads, &c. Several of these articles, heretofore charged with duty, are now exempt.

FREE—(Act of May, 1868.)

Anchors.
Bolting cloth.
Cotton wool.
Duck for belting and hose.
Felt for hats and boots.
Fire engines, (steam,) imported for use of municipalities.
Machinery, (with exceptions.)
Metals:
Brass—bar, rod, sheet, and scrap.
Cranks for steamboats, forged in the rough.

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Cranks for mills, forged in the rough.
Copper—in pig, bars, rods, bolts, and sheets, and sheathing.
Iron of the descriptions following:
Scrap, galvanized, or pig.
Puddled, in bars, blooms, and billets.
Bolts and spikes, galvanized.
Locomotive engine frames, axles, cranks, hoop iron or steel for tires of wheels, bent and welded.
Locomotive crank axles, piston-rods, guide and slide bars, crank pins, connecting rods.
Lead in sheet or pig.
Litharge.
Railroad bars and frogs, wrought iron or steel chairs, wrought iron or steel fish plates, and car axles.
Shafts for mills and steamboats, in the rough.
Spelter, in blocks, sheet or pig.
Steel, wrought or cast, in bars and rods.
Steel plates cut to any form, but not moulded.
Tin, in bar, blocks, pig, or granulated.
Tubes and piping, of brass, copper, or iron, drawn.
Type metal in blocks or pigs.
Wire, of brass or copper, round or flat.
Yellow metal, in bolts, bars, and for sheathing.
Zinc, in sheets, blocks, and pigs.
Nails, composition or sheathing.
Oakum.
Printing inks, and presses, except portable hand-presses.
Prunella.
Plush, for hatters' use.
Rags.
Ships' binnacle lamps.
blocks and patent bushes for blocks.
bunting.
cables, iron chain, over half an inch, shackled or swivelled, or not.
compasses.
dead eyes.
dead lights.
deck plugs.
knees, iron.
masts or parts of, iron.
pumps and pump-gear.
riders, iron.
shackles.
sheaves.
signal lamps.
steering apparatus.
travelling trucks.
wedges.
wire rigging.
And the following articles, when used for ships or vessels only, viz:
Cables, hemp and grass.
Cordage.
Sail-cloth or canvas, from No. 1 to No. 6.
Varnish, black and bright.

"Natural products" generally are admitted free of duty under the act of May, 1868, many lower duties having been repealed. Among them are:

Broom corn.
Coal and coke.
Eggs.
Flour, wheat, and rye.
Fire-wood.
Fish, fresh, (not excluding oysters, &c., in cans or kegs.)
Furs, (undressed.)
Grain, of all kinds.
Hay.
Hemp, (undressed.)
Hides.
Hops.

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Horns.
Indian meal.
Roots.
Salt.
Seeds.
Tar and turpentine, (except spirits of turpentine.)
Trees.
Vegetables, (culinary)
Wood of all kinds, (unmanufactured.)
Wool.

EXPORT DUTIES.

Shingle bolts per cord of 128 cubic feet	$1 00
Stave bolts per cord of 128 cubic feet	1 00
Pine and oak logs per 1,000	2 00
Spruce logs per 1,000	1 00

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 37.

NAVAL ACADEMY.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

Communication from Vice-Admiral Porter, relative to the necessity for the purchase of additional grounds for the Naval Academy.

JANUARY 12, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

NAVY DEPARTMENT, *January* 9, 1869.

SIR: I have the honor to transmit herewith a copy of a communication from Vice-Admiral Porter, superintendent of the Naval Academy, relative to the purchase of additional grounds for the benefit of the institution at Annapolis. The acquisition of this additional territory is deemed very important by the superintendent, who has secured the refusal of it for a limited period, and who sets forth in his letter the benefits which this extension of the grounds will be to the academy. Ample grounds for such an institution are always desirable, and the money expended therefor may be considered not wasted, but well invested.

I am, sir, very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., January 7, 1869.

SIR: In your annual report you referred to the purchase of land from Mr. Reese for the academy, and also to our having the refusal of the house and 39 acres of land adjoining, but you did not make any recommendation about purchasing the latter, without which I fear it will not come into our possession.

Will you allow me to suggest that you make application to Congress for authority to purchase the land, which I presume will be granted, as we do not want any money appropriated.

The reasons for desiring this purchase are—

First. That there is a fine house on the property worth a great deal

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more money than is asked for the house and 39 acres. Our hospital will hold only four very sick persons. If a sailor or marine is sick we have no place to put him, except an iron-clad. If an epidemic breaks out there is no place for the sick, and they must be attended in their rooms. This is almost equivalent to breaking up the academy.

Second. This property bars our way to the main road, and we cannot have the right of way unless we purchase it.

Third. There is on this property a large garden of six acres or more; also, a plot containing a thousand fruit-trees; all of which are beneficial to an institution like this.

We have frequently to procure our vegetables at a great distance and at great expense, often getting them of an unwholesome kind, while at West Point the cadets have their vegetable garden and get everything sweet and fresh. Besides this the possession of the land will give us naval authority over both shores of the creek, and enable us to keep at a distance a set of people who are constantly trying to depredate on the public property.

I have the honor to remain, very respectfully, your obedient servant,

D. D. PORTER,

Vice-Admiral and Superintendent Naval Academy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

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APPROPRIATIONS FOR SAC AND FOX INDIANS.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

SUBMITTING

Estimates of appropriations required to fill treaty stipulations with Sac and Fox Indians.

JANUARY 12, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 12, 1869.

SIR: I have the honor to transmit herewith a copy of a letter from the Commissioner of Indian Affairs, dated the 11th instant, enclosing an estimate of appropriations required for fulfilling treaty stipulations with the Sac and Fox Indians of the Mississippi, under treaty of February 18, 1867, (copy herewith,) for the fiscal year ending June 30, 1870.

Very respectfully, your obedient servant,

O. H. BROWNING,
Secretary.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, D. C., January 11, 1869.

SIR: I have the honor to enclose herewith an estimate of appropriations required for fulfilling treaty stipulations with the Sac and Fox Indians of the Mississippi, under treaty of February 18, 1867, (copy herewith,) for the fiscal year ending June 30, 1870.

The first item in the estimate is required to pay said Indians for the lands ceded to the United States by the first and second articles of said treaty. The amount asked for the purpose is ascertained by deducting from the number of acres ceded, 157,000, the quantity set apart for individuals, 9,606$\frac{68}{100}$ acres, as provided in the treaty, leaving 147,393$\frac{32}{100}$ acres, which, at one dollar per acre, makes the amount of the first item. The

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remaining items are fixed by the treaty, and consequently require no explanation.

I respectfully request that this estimate be submitted to Congress for proper action by that body.

Very respectfully, your obedient servant,

N. G. TAYLOR,
Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

TREATY BETWEEN THE UNITED STATES OF AMERICA AND THE TRIBE OF SAC AND FOX INDIANS OF THE MISSISSIPPI, CONCLUDED FEBRUARY 18, 1867; RATIFICATION ADVISED, WITH AMENDMENTS, JULY 25, 1868; AMENDMENTS ACCEPTED SEPTEMBER 2, 1868; PROCLAIMED OCTOBER 14, 1868.

ANDREW JOHNSON, PRESIDENT OF THE UNITED STATES OF AMERICA,

To all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at the city of Washington, in the District of Columbia, on the eighteenth day of February, in the year of our Lord one thousand eight hundred and sixty-seven, by and between Lewis V. Bogy, William H. Watson, Thomas Murphy, and Henry W. Martin, commissioners on the part of the United States, and Keokuk, Che-kus-kuk, Uc-quaw-ho-ko, Mut-tut-tah, and Man-ah-to-wah, chiefs of the tribe of Sac and Fox Indians of the Mississippi, on the part of said Indians, and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

Articles of agreement made and concluded this eighteenth day of February, one thousand eight hundred and sixty-seven, between the United States, represented by Lewis V. Bogy, Commissioner of Indian Affairs; William H. Watson, special commissioner; Thomas Murphy, superintendent of Indian affairs for Kansas; and Henry W. Martin, United States Indian agent, duly authorized, and the tribes of Sacs and Foxes of the Mississippi, represented by Keokuk, Che-kus-kuk, Uc-quaw-ho-ko, Mut-tut-tah, and Man-ah-to-wah, chiefs of said tribes.

ARTICLE I.

The Sacs and Foxes of the Mississippi cede to the government of the United States all the lands, with the improvements thereon, contained in their unsold portion of their diminished reserve defined in the first article of their treaty ratified July 9, 1860, (the said tract containing about 86,400 acres, and being more particularly described by the survey and plats on file in the Department of the Interior,) except as reserved in previous treaties, or in this treaty.

ARTICLE II.

The said Indians also cede to the United States a full and complete title to the lands, with the improvements thereon, now remaining unsold in that portion of their old reservation provided by article 4 of the treaty of July 9, 1860, to be sold by the government for their benefit, the cession herein made being subject to the exceptions defined in this treaty.

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ARTICLE III.

The United States agree to pay to the Sac and Fox Indians, parties to this treaty, at the rate of one dollar an acre for the whole of the land ceded in the two preceding sections, being about 157,000 acres of land, less the amount of land set apart for individuals; and further agree to pay the outstanding indebtedness of the said tribe, now represented by scrip issued under the provisions of previous treaties, and amounting, on the 1st of November, 1865, to $26,574, besides the interest thereon; and the amount herein provided to be paid to said Indians, after deducting such sums as, under the provisions of this treaty, are to be expended for their removal, subsistence, and establishing them in their new country, shall be added to their invested funds, and five per cent. interest paid thereon in the same manner as the interest of their present funds is now paid.

ARTICLE IV.

At any time after the ratification of this treaty, the lands ceded in the first article shall be held and considered at the disposal of the United States, and the legal rights of railroad corporations shall be conceded thereon, the same as on other public lands, except that, until the time for the removal of the Indians is fixed by public notice, under the provisions of this treaty, no interference shall be made with the rights of the Indians as the occupants of the lands, but they shall remain in all respects without molestation, in the same manner as if this treaty had not been made: *And provided further*, That inasmuch as there are valuable improvements upon said reservation, such improvements shall be appraised under the direction of the Secretary of the Interior, and the appraised value of the same shall be paid to the United States, before title is given to any individual or corporation for the lands upon which such improvements are situated.

ARTICLE V.

The lands ceded in the second article of this treaty, being the unsold remainder of the lands provided in the fourth article of the treaty of July 9, 1860, to be sold in trust for said Indians, shall, immediately upon the ratification of this treaty, become the property of the United States, and shall be open to entry and settlement, and the legal rights of railroad corporations shall accrue thereon; and the lands in the second article ceded, as well as those ceded in the first article, shall be subject to all the laws and regulations of the General Land Office the same as other public lands, except as relates to the provisions in the next preceding article relating to the time when they shall be open for settlement, and the requirement of payment for the improvements; and should there be any improvements upon the land ceded in the second article, they shall be appraised, and payment shall be required therefor; and the scrip referred to in the third article of this treaty shall be received in payment for any of the lands herein ceded to the United States, and not granted to any railroad corporation, at any time after the removal of the Indians, as provided in the seventh article hereof.

ARTICLE VI.

The United States agree, in consideration of the improvements upon the said reservation, to give to the Sacs and Foxes for their future

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home a tract of land in the Indian country south of Kansas, and south of the Cherokee lands, not exceeding 750 square miles in extent. The selection of such new reservation shall be made under the direction of the Secretary of the Interior, and with his approval, by commissioners appointed by the said Secretary, who shall visit the Indian country, with delegations from all the tribes proposing to remove thereto, as soon as practicable after the ratification of this treaty; and said reservation shall be surveyed as to its exterior lines, at the cost of the United States, under the direction of the Commissioner of Indian Affairs, not to exceed $3,000: *Provided*, That if it shall be found impracticable to select a suitable home for the tribe except by purchase from the Cherokees, the United States will pay towards the said purchase the same amount that would have been payable to the Creeks if the reservation had been selected upon the former Creek lands; and in that case the balance of the money payable to the Cherokees shall be deducted from the amount due the Sacs and Foxes under this treaty.

ARTICLE VII.

As soon as practicable after the selection of the new reservation herein provided for, there shall be erected thereon, at the cost of the United States, a dwelling-house for the agent of the tribe, a house and shop for a blacksmith, and dwelling-house for a physician, the aggregate cost of which shall not exceed $10,000; and also at the expense of the tribe, five dwelling-houses for the chiefs, to cost in all not more than $5,000.

As soon as practicable after such selection of a reservation as it may, in the discretion of the Secretary of the Interior, be deemed advisable for the Indians to remove thereto, regard being had to the proper season of the year for such removal, notice shall be given to their agent, directing such removal; and whenever such time shall be fixed, public notice thereof shall be given in three leading newspapers of Kansas, and thereafter the land ceded to the United States by the first article of this treaty shall be open to entry and settlement, under the provisions of the fourth article.

ARTICLE VIII.

No part of the invested funds of the tribe, or of any moneys which may be due to them under the provisions of previous treaties, nor of any moneys provided to be paid to them by this treaty, shall be used in payment of any claims against the tribe accruing previous to the ratification of this treaty, unless herein expressly provided for.

ARTICLE IX.

In order to promote the civilization of the tribe, one section of land, convenient to the residence of the agent, shall be selected by said agent, with the approval of the Commissioner of Indian Affairs, and set apart for a manual labor school; and there shall also be set apart, from the money to be paid to the tribe under this treaty, the sum of $10,000 for the erection of the necessary s[c]hool buildings and dwelling for teacher, and the further sum of $5,000, if the chiefs shall so request; and the annual amount of $5,000 shall be set apart from the income of their funds, after the erection of such school buildings, for the support of the school; and after the settlement of the tribe upon their new reservation, the sum of $10,000 of the income of their funds may be annually used,

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with the consent of the chiefs, under the direction of the Secretary of the Interior, for agricultural implements and assistance, purchase of stock, and otherwise in encouraging and assisting such of the tribe as will *trurn* [turn] their attention to agriculture, and in support of their national government, for which last mentioned purpose the sum of $500 shall be annually paid to each of the five chiefs, $200 to each of ten councillors, $200 to their marshal, and the remaining $300 be subject to the disposal of the chiefs.

ARTICLE X.

The United States agree to pay annually, for five years after the removal of the tribe, the sum of $1,500 for the support of a physician and purchase of medicines, and also the sum of $350 annually for the same time, in order that the tribe may provide itself with tobacco and salt.

ARTICLE XI.

In consideration of certain improvements made by John Goodell upon the lands of the nation within their present reservation, and of his services as their interpreter, he shall be allowed to select therefrom a half section of land; and it is further provided that of said land, Sarah A. Whistler and Pash-e-ca-cah, or Amelia Mitchell, shall each be allowed to select a half section of land, the latter selection to include the house in which she lives; and Julia A. Goodell one quarter section, besides the land, not exceeding eight acres, upon which her house and improvements are situated; and Mary A. Means one quarter section, to includ[e] the improvements occupied by her; and there shall also be allowed to Antoine Gokey and William Avery, each, 160 acres; to Leo Whistler and Gertrude Whistler, each, 320 acres, and to James Thorpe, Virginia Thorpe, and Cassandra Thorpe, Thomas J. Miles, and Hattie Miles, each, 80 acres, to be selected from unimproved lands: *Provided*, That they may select from lands upon which improvements exist, by paying the appraised value of such improvements; but no selection shall include the agency, mission, or mill buildings; and upon the approval by the Secretary of the Interior of such selections, patents in fee simple shall be issued to the respective parties, their heirs or assigns.

ARTICLE XII.

In consideration of the faithful services of Samuel Black in protecting their houses and timber from trespass and depredation, there shall be patented to him in fee simple the tract of land upon which he lives, being the west half of the northwest quarter section four, town[ship] seventeen, range sixteen.

ARTICLE XIII.

Thomas C. Stevens and Company, licensed traders, having erected valuable building at the agency, it is agreed that they may have a patent for the land, not exceeding eight acres, upon which such improvements are built, and not to include any other improvements, on the payment of $2 50 per acre.

ARTICLE XIV.

The Sacs and Foxes, parties to this treaty, agree that the Sacs and Foxes of Missouri, if they shall so elect, with the approval of the Secretary of the Interior, may unite with them and become a part of their people, upon their contributing to the common fund such a portion of their funds as will place them on an equal footing in regard to annuities.

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ARTICLE XV.

The claims of the Sacs and Foxes against the United States for stealing of stock, which have heretofore been adjusted, amounting to $16,400, shall be paid by the United States, and the amount disbursed and expended for the benefit of the tribe in such objects for their improvement and comfort upon the new reservation as the chiefs, through their agent, shall desire; and whereas the Indians claim that one full payment due under previous treaty has never been made to them, it is agreed that a careful examination of the books of the Commissioner of Indian Affairs shall be made, and if any sum is found to be still due and unpaid, the same shall be paid to them per capita in the same manner as their annuities are paid.

ARTICLE XVI.

The United States will advance to the said tribe of Indians the sum of $20,000, or so much thereof as may be necessary, to pay the expenses of their subsistence for the first year after their arrival at their new home in the Indian country, and to pay the necessary expenses of removal, and furnish necessary rations for the journey during such removal; said removal to be made under direction of the superintendent or agent, or other person specially designated by the Secretary of the Interior; the moneys thus expended to be deducted from the whole amount provided to be paid for their lands herein ceded.

ARTICLE XVII.

It is hereby provided that the half-breeds and full-bloods of the tribe, who were entitled to selections of land under the Sac and Fox treaty, ratified July 9, 1860, and which selections have been approved by the Secretary of the Interior, shall be entitled to patents in fee-simple for the lands heretofore selected, according to the schedule annexed to this treaty: *Provided*, That where such selections have been made and the allottees have sold their lands for a valuable consideration and have since died, the Secretary of the Interior shall, upon full proof being made, cause patents to issue to the purchasers or their assigns.

ARTICLE XVIII.

All sales hereafter made by or on behalf of persons to whom lands are assigned in this treaty shall receive the approval of the Secretary of the Interior before taking effect in conveying title to lands so sold.

ARTICLE XIX.

The United States agree to pay the expenses of negotiating this treaty, not to exceed the sum of fifteen hundred dollars.

ARTICLE XX.

The stipulations of all former treaties now in force, and not inconsistent with the provisions of this treaty, shall remain in full force; and all treaties or parts of treaties heretofore made which conflict with the provisions of this treaty are hereby abrogated.

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In testimony whereof, the parties hereinbefore named have hereunto set their hands and seals the day and year first above mentioned.

LEWIS V. BOGY, [SEAL.]
Commissioner of Indian Affairs.
W. H. WATSON, [SEAL.]
Special Commissioner.
THOS. MURPHY, [SEAL.]
Superintendent of Indian Affairs.
HENRY W. MARTIN, [SEAL.]
United States Indian Agent.
KEOKUK, his × mark. [SEAL.]
CHEKUSKUK, his × mark. [SEAL.]
UC-QUAW-HO-KO, his × mark. [SEAL.]
MUT-TUT-TAH, his × mark. [SEAL.]
MAN-AH-TO-WAH, his × mark. [SEAL.]

In presence of—

ANTOINE GOKEY, his × mark,
United States Interpreter.
CHARLES E. MIX.
THOS. E. MCGRAW.
WM. WHISTHER.
C. H. NORRIS.
VITAL JARROT.
G. P. BEAUVAIS.
H. W. FARNSWORTH.

List of Sac and Fox lands selected for individuals referred to in Article XVII of the above treaty, selected by Perry Fuller, agent.

Names of persons.	Description of land.	Sec[tion.]	Town[ship.]	Range.
Alvira Connolly	S. ½ NW. ¼	5	17	18
Do	SW. ¼	5	17	18
Do	N. ½ NW. ¼	8	17	18
Alexander Connolly	E. ½	4	17	18
Cordelia Connolly	E. ½	35	16	17
Isaac Goodell	W. ½	3	17	18
Kish-Kah-Iwah	S. ½	16	17	18
Mary I. Thorp	E. ½	12	17	17
Hiram P. Thorp	E. ½	1	17	17
Francis A. Thorp	W. ½	6	17	18
Amelia McPherson	W. ½	1	17	17
Sarah A. Whistler	SW. ¼	34	17	18
Do	SW. ¼ SW. ¼	35	17	18
Do	W. ½ NW. ¼	2	17	18
Do	NW. ¼ SW. ¼	2	17	18
Julia A. Goodell	N. ½	21	17	18
Susan J. Goodell	E. ½	3	17	18
John Goodell, jr	E. ½	17	17	18
Jane Goodell	NE. ¼	10	17	18
Do	NW. ¼ NW. ¼	10	17	18
Do	E. ½ NW. ¼	10	17	18
Do	NW. ¼ NW. ¼	11	17	18

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List of Sac and Fox lands selected for individuals, &c.—Continued.

Name of persons.	Description of land.	Sec[tion.]	Town[ship.]	Range.
Mary A. Byington	E. ½ NE. ¼	9	17	18
Do	E. ½ SE. ¼	9	17	18
Do	W. ½ SW. ¼	10	17	18
Do	SW. ¼ NW. ¼	10	17	18
Do	NE. ¼ NE. ¼	16	17	18
Margaret Miles	W. ½	4	17	18
Thomas J. Connolly	SW. ¼ SE. ¼	9	17	18
Do	SE. ¼ NE. ¼	16	17	18
Do	W. ½ NE. ¼	16	17	18
Do	NW. ¼	16	17	18
Charles T. Connolly	E. ½ NW. ¼	9	17	18
Do	W. ½ NE. ¼	9	17	18
Do	NW. ¼ SE. ¼	9	17	18
Do	SE. ¼ SW. ¼	9	17	18
Do	S. ½ SW. ¼	9	17	18

The following were selected by C. C. Hutchinson:

Names of persons.	Description.	Sec[tion.]	Town[ship.]	Range.
Kaw-Kol-we-nah	E. ½	2	17	18
George Powers	NE. ¼	8	17	18
Do	S. ½ NW. ¼	8	17	18
Do	N. ½ SW. ¼	8	17	18
Joseph Gokey	W. ½ SE. ¼	21	17	18
Do	N. ½ NW. ¼	28	17	18
Do	SW. ¼ NW. ¼	28	17	18
Do	NW. ¼ NE. ¼	28	17	18
Do	W. ½ SE. ¼	29	17	18
Met-tach-ah-pack-o-tah	E. ½	7	17	18
Mack o-tah-o-quit	W. ½	7	17	18

And whereas, the said treaty having been submitted to the Senate of the United States for its constitutional action thereon, the Senate did, on the twenty-fifth day of July, one thousand eight hundred and sixty-eight, advise and consent to the ratification of the same, with amendments, by a resolution in the words and figures following, to wit:

IN EXECUTIVE SESSION, SENATE OF THE UNITED STATES,
July 25, 1868.

Resolved(two-thirds of the senators present concurring,) That the Senate advise and consent to the ratification of articles of agreement made and concluded the 18th day of February, 1867, between the United States and the Sac and Fox tribes of Indians, with the following amendments:

Article 3. After the words "the interest thereon" insert: out of the proceeds of the sale of lands ceded in this treaty.

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Article 4. Strike out the following words: "And the legal rights of railroad corporations shall be conceded thereon, the same as on other public lands."

Article 5. Strike out the words: "and the legal rights of railroad corporations shall accrue thereon."

Same article. Strike out the words: "and the scrip referred to in the third article of this treaty shall be received in payment for any of the lands herein ceded to the United States, and not granted to any railroad corporation, at any time after the removal of the Indians, as provided in the seventh article hereof;" and insert in lieu thereof the following words: *Provided*, That such lands shall be subject to sale, in tracts of not exceeding 160 acres to any one person, and at a price not less than $1 50 per acre.

Strike out all of article 9, and insert in lieu thereof as follows:

In order to promote the civilization of the tribe, one section of land convenient to the residence of the agent shall be selected by said agent, with the approval of the Commissioner of Indian Affairs, and set apart for a manual labor school; and there shall also be set apart, from the money to be paid to the tribe under this treaty, the sum of $10,000 for the erection of the necessary school buildings and dwelling for teacher, and the annual amount of $5,000 shall be set apart from the income of their funds after the erection of such school buildings, for the support of the school; and after settlement of the tribe upon their new reservation, the sum of $5,000 of the income of their funds may be annually used, under the direction of the chiefs, in the support of their national government, out of which last mentioned amount the sum of $500 shall be annually paid to each of the chiefs.

Article 11. After the words "Thomas J. Miles," strike out the word "and."

Same article. After the words "Hattie Miles," insert the words: Ema-Ke-o-kuck, Hannie Ke-o-kuck, Mo-Co-P-quah.

Same article. After the words "each 80 acres," insert the words: Man-a-tah, Pah-me-che-kaw-paw, Henry Jones, Wilson McKinney, and Carrie C. Capper, each 160 acres.

Same article. After the words "unimproved lands," insert the following words:

Provided, That the parties herein named shall pay to the Secretary of the Interior, within three months after the ratification of this treaty, the sum of $1 per acre for said lands, the avails of which shall be used for the benefit of the Sacs and Foxes in the same manner as the other funds arising from the sales of their lands: *Provided also*, That George Powers, the present government interpreter, for valuable services rendered and uniform kindness towards the nation, shall have patented to him, in fee simple, 320 acres of land, to be located by the agent: *Provided also.*

Same article. After the word "selections," insert the following words: And on payment therefor as hereinbefore provided.

Article 13. Strike out the words "Thomas C. Stevens and company," and insert in lieu thereof the words: John K. Rankin.

Same article. After the words "agreed that," strike out the word "they."

Article 16. Strike out the words "or other persons specially," and insert in lieu thereof the words, to be.

Article 17. Strike out the words "and have since died," and insert in lieu thereof the words: not less than $1 25 per acre.

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At the end of article 19, add the following words: not to exceed the sum of $1,500.

Strike out all of article 20, and insert in lieu thereof the following words:

The chiefs and headmen of the Sacs and Foxes having permitted their employés to cultivate farms, which, together with the farms of Ke-o-kuck and other chiefs, are embraced within an area two miles by four, and the said Sacs and Foxes believing that the lands comprising the said area having been made valuable by reason of said occupancy, and in order that they may receive a fair compensation for said area of land, bounded and described as follows, except as heretofore specially excepted, and the mill and mission building, to wit: commencing at the northwest corner of section 23, township 16, range 17, thence east two and a quarter miles to the reservation line; thence south along said line four miles; thence west two and a fourth miles to the southwest corner of section 16, township 17, range 17; thence north along the section line to the place of beginning, are hereby withdrawn from sale, as is provided for the sale of their lands in this treaty, and the said area of land, as above described, shall be sold by the chiefs and agent for the tribe at the best price obtainable; and they are hereby empowered to make warrantee deeds for the same, subject to the approval of the Secretary of the Interior, at not less than $2 per acre in addition to the appraised value of the improvements. The avails of said lands shall be expended by the agent, under the direction of the chiefs, for the benefit of the nation.

Insert the following as an additional article, to wit:

Article 21. The Sacs and Foxes of the Mississippi, parties to this agreement, being anxious that all the members of their tribe shall participate in the advantages to be derived from the investment of their national funds, sales of lands, &c., it is therefore agreed that, as soon as practicable, the Commissioner of Indian Affairs shall cause the necessary proceedings to be adopted to have such members of the tribe as may be absent notified of this agreement and its advantages, and to induce them to come in and permanently unite with their brethren; and that no part of the funds arising from or due the nation under this or previous treaty stipulations shall be paid to any bands or parts of bands who do not permanently reside on the reservation set apart to them by the government in the Indian Territory, as provided in this treaty, except those residing in the State of Iowa; and it is further agreed that all money accruing from this or former tribes, [treaties,] now due or to become due said nation, shall be paid them on their reservation in Kansas; and after their removal, as provided in this treaty, payments shall be made at their agency, on their lands as then located.

Attest: GEO. C. GORHAM, *Secretary*,
By W. J. McDONALD, *Chief Clerk*.

And whereas, the foregoing amendments having been fully explained and interpreted to the chiefs of the said tribe of Sac and Fox Indians of the Mississippi, whose names are subscribed to the writing hereto following, they did, on the second day of September, one thousand eight hundred and sixty-eight, give their free and voluntary assent to the said amendments in the words and figures following, to wit:

Whereas the Senate of the United States did, on the twenty-fifth day of July, eighteen hundred and sixty-eight, advise and consent to the ratification of articles of agreement made and concluded the eighteenth

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day of February, 1867, between the United States and the Sac and Fox tribes of Indians, with the following

AMENDMENTS.

Article 3. After the words "the interest thereon" insert: out of the proceeds of the sale of lands ceded in this treaty.

Article 4. Strike out the following words: "and the legal rights of railroad corporations shall be conceded thereon, the same as on other public lands."

Article 5. Strike out the words, "and the legal rights of railroad corporations shall accrue thereon."

Same article. Strike out the words: "and the scrip referred to in the third article of this treaty shall be received in payment for any of the lands herein ceded to the United States and not granted to any railroad corporation, at any time after the removal of the Indians, as provided in the seventh article hereof;" and insert in lieu thereof the following words:

Provided, That such lands shall be subject to sale in tracts of not exceeding 160 acres to any one person, and at a price not less than $1 50 per acre.

Strike out all of article 9, and insert in lieu thereof as follows:

In order to promote the civilization of the tribe, one section of land, convenient to the residence of the agent, shall be selected by said agent, with the approval of the Commissioner of Indian Affairs, and set apart for a manual-labor school, and there shall also be set apart from the money to be paid to the tribe under this treaty the sum of $10,000 for the erection of the necessary school buildings and dwelling for teacher, and the annual amount of $5,000 shall be set apart from the income of their funds, after the erection of such school buildings, for the support of the school; and after settlement of the tribe upon their new reservation the sum of $5,000 of the income of their funds may be annually used, under the direction of the chiefs, in the support of their national government, out of which last mentioned amount the sum of $500 shall be annually paid to each of the chiefs.

Article 11. After the words "Thomas J. Miles," strike out the word "and."

Same article. After the words "Hattie Miles" insert the words: Emma Ke-o-kuk, Hannie Ke-o-kuk, Mo-Co-P-quah.

Same article. After the words "each eighty acres" insert the words: Man-a-tah, Pah-me-che-kaw-paw, Henry Jones, Wilson McKinney, and Carrie C. Capper, each one hundred and sixty acres.

Same article. After the words "unimproved lands" insert the following words:

Provided, That the parties herein named shall pay to the Secretary of the Interior within three months after the ratification of this treaty the sum of one dollar per acre for said lands, the avails of which shall be used for the benefit of the Sacs and Foxes in the same manner as the other funds arising from the sales of their lands: *Provided also*, That George Powers, the present government interpreter, for valuable services rendered and uniform kindness towards the nation, shall have patented to him, in fee simple, three hundred and twenty acres of land, to be located by the agent: *Provided also*.

Same article. After the word "selections" insert the following words: and on payment therefor as hereinbefore provided.

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Article 13. Strike out the words "Thomas C. Stephens and Company," and insert in lieu thereof the words: John K. Rankin.

Same article. After the words "agree that" strike out the word "they."

Article 16. Strike out the words "or other persons specially," and insert in lieu thereof the words: to be.

Article 17. Strike out the words "and have since died," and insert in lieu thereof the words: not less than $1 25 per acre.

At the end of article 19 add the following words: not to exceed the sum of fifteen hundred dollars.

Strike out all of article 20, and insert in lieu thereof the following words:

The chiefs and headmen of the Sacs and Foxes having permitted their employés to cultivate farms, which, together with the farms of Ke-o-kuck and other chiefs, are embraced within an area two miles by four, and the said Sacs and Foxes believing that the lands comprising the said area having been made valuable by reason of said occupancy, and in order that they may receive a fair compensation for said area of land, bounded and described as follows, except as heretofore specially excepted, and the mill and mission building—to wit: commencing at the northwest corner of section 33, township 16, range 17; thence east two and a quarter (2¼) miles to the reservation line; thence south along said line four miles; thence west two and a fourth (2¼) miles to the southwest corner of section 16, township 17, range 17; thence north along the section line to the place of beginning—are hereby withdrawn from sale, as is provided for the sale of their lands in this treaty, and that the said area of land, as above described, shall be sold by the chiefs and agent for the tribe at the best price obtainable; and they are hereby empowered to make warrantee deeds for the same, subject to the approval of the Secretary of the Interior, at not less than $2 per acre in addition to the appraised value of the improvements. The avails of said lands shall be expended by the agent under the direction of the chiefs for the benefit of the nation.

Insert the following as an additional article, to wit:

Article 21. The Sacs and Foxes of the Mississippi, parties to this agreement, being anxious that all the members of their tribe shall participate in the advantages to be derived from the investment of their national funds, sales of lands, and so forth, it is therefore agreed that, as soon as practicable, the Commissioner of Indian Affairs shall cause the necessary proceedings to be adopted, to have such members of the tribe as may be absent notified of this agreement and its advantages, and to induce them to come in and permanently unite with their brethren, and that no part of the funds arising from or due the nation under this or previous treaty stipulations shall be paid to any bands or parts of bands who do not permanently reside on the reservation set apart to them by the government in the Indian territory, as provided in this treaty, except those residing in the State of Iowa; and it is further agreed, that all money accruing from this or former tribes, [treaties,] now due or to become due said nation, shall be paid them on their reservation in Kansas; and after their removal, as provided in this treaty, payments shall be made at their agency on their lands as then located.

Now, therefore, we the undersigned, chiefs of the said tribe of Sac and Fox Indians of the Mississippi, having had the said amendments read, interpreted, and explained to us, and the same having been fully understood by us, do hereby assent and agree to the same.

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Witness our hands and seals this 2d day of September, A. D. 1868.

KEOKUK,	his × mark.	[SEAL.]
CHE-KO-SKUK,	his × mark.	[SEAL.]
UC-QUAW-HO-KO,	his × mark.	[SEAL.]
PAH-TECK-QUAW,	his × mark.	[SEAL.]
MUT-TUT-TAH,	his × mark.	[SEAL.]
MAN-AH-TO-WAH,	his × mark.	[SEAL.]
WAW-COM-MO,	his × mark.	[SEAL.]

For the Sacs and Foxes of the Mississippi.

Signed in presence of—
ALBERT WILEY, *U. S. Indian Agent.*
GEORGE POWERS, *U. S. Interpreter.*
JAMES H. EMBRY, *Special Agent.*
WARNER CRAIG.
JOHN K. RANKIN.

Now, therefore, be it known that I, ANDREW JOHNSON, President of the United States of America, do, in pursuance of the advice and consent of the Senate, as expressed in its resolution of the twenty-fifth of July, one thousand eight hundred and sixty-eight, accept, ratify, and confirm the said treaty, with the amendments, as aforesaid.

In testimony whereof, I have hereto signed my name, and caused the seal of the United States to be affixed.

Done at the city of Washington, this fourteenth day of October, in the year of our Lord one thousand eight hundred and sixty-eight, [SEAL.] and of the independence of the United States of America the ninety-third.

ANDREW JOHNSON.

By the President:
WILLIAM H. SEWARD, *Secretary of State.*

Estimate of appropriation required for fulfilling treaty stipulations with the Sac and Fox Indians of the Mississippi, under treaty of February 18, 1867, *for the fiscal year ending June* 30, 1870.

For amount necessary to pay to the Sac and Fox Indians, parties to this treaty, at the rate of $1 per acre for 147,393 32-100 acres of land, (being the residue of 157,000 acres ceded to the United States, after deducting the amount of land set apart for individuals,) per 3d article treaty February 18, 1867	$147,393 32
For erection of a dwelling-house for the agent of said tribe, a house and shop for a blacksmith, and dwelling-house for a physician, per 7th article treaty February 18, 1867	10,000 00
For first of five instalments for the support of a physician and purchase of medicines, per 10th article treaty February 18, 1867	1,500 00
For first of five instalments for supplying said tribe with tobacco and salt, per 10th article treaty February 18, 1867.	350 00
To pay the claim of the Sacs and Foxes against the United States for stealing of stock, per 15th article treaty February 18, 1867	16,400 00
For amount necessary to pay the expenses of negotiating this treaty, per 19th article treaty February 18, 1867	1,500 00
	177,143 00

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 39.

PAY OF THE AGENT FOR CROW INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

SUBMITTING

Estimates of appropriations for agent of Crow Indians.

JANUARY 12, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 11, 1869.

SIR: I have the honor to transmit herewith a copy of a letter from the Commissioner of Indian Affairs, addressed to this department on the 9th instant, representing the necessity of providing for the payment of an agent for the Crow tribe of Indians.

The attention of Congress is respectfully and earnestly invited to the subject, with the request that early action be had, as the interests of the United States and the Indians alike require, that an agent shall be sent to them without delay, and it is not deemed advisable to appoint one until an appropriation for that purpose shall have been made.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INDIAN AFFAIRS,
Washington, D. C., January 9, 1869.

SIR: I have the honor to state that to enable the department to carry out the provisions of the treaty made with the Crows, May 7, 1868, it will be necessary to provide an agent for that tribe.

The estimate of appropriations required for this office for the fiscal year ending June 30, 1870, does not contain an item for the pay of such agent, and as said estimate is now before Congress, I respectfully request that the matter may be laid before that body, with the recommendation that the following clause be added thereto, under the head of "Pay of Indian agents," viz: One for the Crows, $1,500.

Very respecfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING,
Secretary of the Interior.

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BRANCH MINT AT CARSON CITY.

LETTER

FROM THE

SECRETARY OF THE TREASURY,

ASKING FOR

An additional appropriation for machinery, &c., required for the branch mint at Carson City, Nevada.

JANUARY 12, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January* 11, 1869.

SIR: I enclose herewith a communication from the director of the mint, under date of December 29, 1868, asking for an additional appropriation of $23,000 for the purpose of procuring and erecting the additional machinery required at the branch mint at Carson City, Nevada.

He also asks for that institution an appropriation of $74,600 for salaries of officers and clerks, for wages of workmen, and for incidental expenses, including acids, chemicals, and wastage for the fiscal year ending June 30, 1870.

As these appropriations seem to be necessary for putting the branch mint at Carson City, Nevada, in operation at the beginning of the next fiscal year, I respectfully request that the amounts asked for by the director of the mint may be appropriated.

I am, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of House of Representatives.

MINT OF THE UNITED STATES,
Philadelphia, December 29, 1868.

SIR: The original estimate of the amount required to procure for and put up the machinery, apparatus, fixtures, &c., at the branch mint, Carson City, was $76,000, and when the appropriation of $150,000 was made at the last session of Congress, it was understood that half of the amount was for completing the branch mint edifice, and the remainder for machinery, &c. It was, however, found that all the appropriation, except about $53,000, would be required to finish the building. Although the

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utmost economy has been used, the amount available for machinery, transporting and fixing up the same, will be insufficient for that purpose, and it will be necessary to procure from Congress, as early in the session as practicable, an appropriation of $23,000, being the difference between the amount of the appropriation actually available, viz., $53,000, and the amount originally estimated, $76,000. If this appropriation can be obtained soon the branch mint can be in readiness for coinage by the 1st of July next. It is also necessary to procure an appropriation for the support of the branch mint during the next fiscal year.

The act of March 3, 1863, establishing a branch mint at Carson City, provides for the appointment of a superintendent at a salary of $2,000, and an assayer, melter and refiner and coiner, $1,800 each. No provision is made for the appointment of a treasurer. The salaries, as fixed by the act referred to, are not sufficient to secure the services of competent men, and are much less than is allowed by law to officers of corresponding grade at other institutions.

I therefore recommend that the same be increased, and that the following appropriations be made for the support of the branch mint for the fiscal year ending June 30, 1870.

For salaries of officers and clerks:

Superintendent, who shall also perform the duties of treasurer..	$3,500
Assayer, melter and refiner, and coiner, $2,500 each.....	7,500
Two clerks, at $1,800 each.....	3,600
Wages of workmen and adjusters.....	25,000
Incidental and contingent expenses, including acids, chemicals, fuel, stationery, and wastage on gold and silver.....	35,000
	74,600

Rery respectfully,

H. R. LINDERMAN, *Director.*

Hon. HUGH MCCULLOCH,
Secretary of the Treasury.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 41.

REDUCTION OF EMPLOYÉS IN THE STATE DEPARTMENT.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

IN ANSWER TO

A resolution of the House of the 16th of December, relative to a reduction of employés in the Department of State.

JANUARY 12, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

To the House of Representatives:

I transmit herewith, in answer to a resolution of the House of Representatives of the 16th of December last, a report from the Secretary of State of the 6th instant.

ANDREW JOHNSON.

WASHINGTON, *January* 7, 1869.

DEPARTMENT OF STATE,
Washington, January 6, 1869.

The Secretary of State, to whom was referred a resolution of the House of Representatives, passed on the 16th of December last, in the following words:

Resolved, That the Secretary of State, of the Treasury, of the Department of War, of the Interior, of the Navy, the Attorney General, and the Postmaster General, each be and are directed to report to the House as soon as practicable, what reduction can be made, compatible with the public interests, in the number of officers and employés, salaries and expenses in their respective departments, or in the service connected therewith—

has the honor to submit the following report:

The business of the department may be divided into three classes, namely: the civil, the diplomatic, and the consular parts. The first, the civil department, includes a Secretary of State, a First and Second Assistant Secretary of State, an examiner of claims, a chief clerk, a disbursing clerk, 23 other clerks, and 15 messengers and laborers. These officers, messengers and laborers are maintained under the provisions of an act of Congress entitled "An act making appropriations for the civil and diplomatic expenses of the government," approved 22d April, 1854, vol. 10, Statutes at Large, page 669. The force thus authorized is notoriously

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inadequate, and, for this reason, an annual appropriation has been made during the last six years for temporary clerks, messengers and laborers, in order to expedite the business of the department, and protect the department building and the archives against casualties by fire and otherwise. The Secretary is of opinion that no reduction of the force of this branch of the department, or of its incidental expenses, could be made without injury to the public service.

The second division, the diplomatic, embraces ministers plenipotentiary, ministers resident, chargés d'affaires, and consuls invested with diplomatic powers. The United States have recently come to be regarded as an influential power by all nations, and as such they exercise a continually increasing influence in the promotion of commerce, freedom, and civilization, especially on the American continent. Adventurous citizens of the United States are continually sojourning or domiciled in every foreign country with which this government maintains diplomatic relations. The Department of State is unremittingly engaged in extending protection to those citizens against arbitrary proceedings or revolutionary violence. Necessities are continually recurring for negotiating new treaties. The power vested in the department for this purpose needs to be increased rather than diminished.

In regard to the third division, namely, the consular service, it is perhaps only necessary to say that this branch of the service yields a large income to the government. Any reduction or diminution of its forces would probably work a reduction of the revenues of the treasury.

The Secretary of State is not aware that the salary paid to any officer, agent or laborer in the Department of State exceeds the rate of compensation which is necessary to secure intelligent, reliable, and effectual service.

For these reasons, the Secretary of State is unable to specify any reduction that can be made compatible with the public interest in the number of officers, employés, and the salaries and expenses of the Department of State.

Respectfully submitted.

WILLIAM H. SEWARD.

The PRESIDENT.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 42.

APPROPRIATIONS FOR CROW INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

TRANSMITTING

Estimates required to fulfil treaty stipulations with the Crow Indians.

JANUARY 12, 1869.—Referred to the Committee on Appropriations and ordered to be printed

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 11, 1869.

SIR: I have the honor to transmit herewith a letter of the 9th instant from the Commissioner of Indian Affairs, submitting with the accompanying papers an "estimate of appropriation required for fulfilling treaty stipulations with the Crow Indians, under treaty of May 7, 1868, for the fiscal year ending June 30, 1870," amounting to $39,030, to which the favorable consideration of Congress is respectfully invited.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTERIOR,
Office of Indian Affairs, Washington, D. C., February 9, 1869.

SIR: In the regular estimate of appropriations required for this office for the fiscal year ending June 30, 1870, which estimate is now before Congress, there is no estimate made to enable the department to carry out the provisions of the ninth article of the treaty of May 7, 1868, with the Crows.

By reference to said treaty (copy herewith) it will be seen that the ninth article provides that certain clothing, &c., shall be furnished the Indians, and that the estimate of this office for the articles therein named is to be based on a census of the Indians. At the time said regular estimate was transmitted to your department no census of the Crows had been received at this office, consequently no estimate could then be made.

I am now in receipt of a communication (copy herewith) from Hon.

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James Tufts, acting governor and *ex officio* superintendent of Indian affairs for Montana Territory, dated November 23, 1868, submitting a census of said tribe of Indians and an estimate of the different articles named in said ninth article of the treaty with the Crows that will be required for the next fiscal year.

An estimate of appropriations required to carry out the provisions of said ninth article has therefore been made based upon said census. I enclose the same herewith, and respectfully request that it be laid before Congress for the action of that body.

Very respectfully, your obedient servant,

N. G. TAYLOR,
Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

TREATY BETWEEN THE UNITED STATES OF AMERICA AND THE CROW TRIBE OF INDIANS—CONCLUDED MAY 7, 1868—RATIFICATION ADVISED JULY 25, 1868—PROCLAIMED AUGUST 12, 1868.

ANDREW JOHNSON, PRESIDENT OF THE UNITED STATES OF AMERICA,

To all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at Fort Laramie, in the Territory of Dakota, on the seventh day of May, in the year of our Lord one thousand eight hundred and sixty-eight, by and between Lieutenant General W. T. Sherman, Brevet Major General William S. Harney, Brevet Major General Alfred H. Terry, Brevet Major General C. C. Augur, John B. Sanborn, and S. F. Tappan, commissioners on the part of the United States, and Che-Ra-Pee-Ish-Ka-Te, Chat-Sta-He, and other chiefs and headmen of the Crow tribe of Indians, on the part of said Indians, and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

Articles of a treaty made and concluded at Fort Laramie, Dakota Territory, on the seventh day of May, in the year of our Lord one thousand eight hundred and sixty-eight, by and between the undersigned commissioners on the part of the United States, and the undersigned chiefs and headmen of and representing the Crow Indians, they being duly authorized to act in the premises.

ARTICLE I.

From this day forward peace between the parties to this treaty shall forever continue. The government of the United States desires peace, and its honor is hereby pledged to keep it. The Indians desire peace, and they hereby pledge their honor to maintain it. If bad men among the whites or among other people, subject to the authority of the United States, shall commit any wrong upon the person or property of the Indians, the United States will, upon proof made to the agent and forwarded to the Commissioner of Indian Affairs at Washington city, proceed at once to cause the offender to be arrested and punished according to the laws of the United States, and also reimburse the injured person for the loss sustained.

If bad men among the Indians shall commit a wrong or depredation upon the person or property of any one, white, black, or Indian, subject to the authority of the United States and at peace therewith, the Indians herein named solemnly agree that they will, on proof made to their

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agent and notice by him, deliver up the wrongdoer to the United States, to be tried and punished according to its laws; and in case they refuse wilfully so to do the person injured shall be reimbursed for his loss from the annuities or other moneys due or to become due to them under this or other treaties made with the United States. And the President, on advising with the Commissioner of Indian Affairs, shall prescribe such rules and regulations for ascertaining damages under the provisions of this article as in his judgment may be proper. But no such damages shall be adjusted and paid until thoroughly examined and passed upon by the Commissioner of Indian Affairs, and no one sustaining loss while violating, or because of his violating, the provisions of this treaty or the laws of the United States shall be reimbursed therefor.

ARTICLE II.

The United States agrees that the following district of country, to wit: commencing where the 107th degree of longitude west of Greenwich crosses the south boundary of Montana Territory; thence north along said 107th meridian to the mid-channel of the Yellowstone river; thence up said mid-channel of the Yellowstone to the point where it crosses the said southern boundary of Montana, being the 45th degree of north latitude; and thence east along said parallel of latitude to the place of beginning, shall be, and the same is, set apart for the absolute and undisturbed use and occupation of the Indians herein named, and for such other friendly tribes or indiviual Indians as from time to time they may be willing, with the consent of the United States, to admit amongst them; and the United States now solemnly agrees that no persons, except those herein designated and authorized so to do, and except such officers, agents, and employés of the government as may be authorized to enter upon the Indian reservations in discharge of duties enjoined by law, shall ever be permitted to pass over, settle upon, or reside in the territory described in this article for the use of said Indians, and henceforth they will, and do hereby, relinquish all title, claims, or rights in and to any portion of the territory of the United States, except such as is embraced within the limits aforesaid.

ARTICLE III.

The United States agrees, at its own proper expense, to construct on the south side of the Yellowstone, near Otter creek, a warehouse or storeroom for the use of the agent in storing goods belonging to the Indians, to cost not exceeding twenty-five hundred dollars; an agency building for the residence of the agent, to cost not exceeding three thousand dollars; a residence for the physician, to cost not more than three thousand dollars; and five other buildings, for a carpenter, farmer, blacksmith, miller, and engineer, each to cost not exceeding two thousand dollars; also a school-house or mission building, so soon as a sufficient number of children can be induced by the agent to attend school, which shall not cost exceeding twenty-five hundred dollars.

The United States agrees further to cause to be erected on said reservation, near the other buildings herein authorized, a good steam circular saw-mill, with a grist-mill and shingle machine attached, the same to cost not exceeding eight thousand dollars.

ARTICLE IV.

The Indians herein named agree, when the agency house and other buildings shall be constructed on the reservation named, they will make

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said reservation their permanent home, and they will make no permanent settlement elsewhere, but they shall have the right to hunt on the unoccupied lands of the United States so long as game may be found thereon and as long as peace subsists among the whites and Indians on the border of the hunting districts.

ARTICLE V.

The United States agrees that the agent for the said Indians shall in the future make his home at the agency building; that he shall reside among them and keep an office open at all times for the purpose of prompt and dilligent inquiry into such matters of complaint, by and against the Indians, as may be presented for investigation under the provisions of their treaty stipulations, as also for the faithful discharge of other duties enjoined on him by law. In all cases of depredation on person or property he shall cause the evidence to be taken in writing and forwarded, together with his finding, to the Commissioner of Indian Affairs, whose decision shall be binding on the parties to this treaty.

ARTICLE VI.

If any individual belonging to said tribes of Indians, or legally incorporated with them, being the head of a family, shall desire to commence farming, he shall have the privilege to select, in the presence and with the assistance of the agent then in charge, a tract of land within said reservation, not exceeding three hundred and twenty acres in extent, which tract, when so selected, certified, and recorded in the "Land Book," as herein directed, shall cease to be held in common, but the same may be occupied and held in the exclusive possession of the person selecting it, and of his family, so long as he or they may continue to cultivate it.

Any person over eighteen years of age, not being the head of a family, may in like manner select and cause to be certified to him or her, for purposes of cultivation, a quantity of land not exceeding eighty acres in extent, and thereupon be entitled to the exclusive possession of the same, as above directed.

For each tract of land so selected a certificate, containing a description thereof and the name of the person selecting it, with a certificate endorsed thereon that the same has been recorded, shall be delivered to the party entitled to it by the agent, after the same shall have been recorded by him in a book to be kept in his office, subject to inspection, which said book shall be known as the "Crow Land Book."

The President may at any time order a survey of the reservation, and, when so surveyed, Congress shall provide for protecting the rights of settlers in their improvements, and may fix the character of the title held by each. The United States may pass such laws on the subject of alienation and descent of property, as between Indians, and on all subjects connected with the government of the Indians on said reservations and the internal police thereof as may be thought proper.

ARTICLE VII.

In order to insure the civilization of the tribe entering into this treaty, the necessity of education is admitted, especially by such of them as are or may be settled on said agricultural reservation; and they therefore pledge themselves to compel their children, male and female, between the ages of six and sixteen years, to attend school; and it is hereby made the duty of the agent for said Indians to see that this stipulation is strictly complied with; and the United States agrees that for every

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thirty children, between said ages, who can be induced or compelled to attend school, a house shall be provided, and a teacher, competent to teach the elementary branches of an English education, shall be furnished, who will reside among said Indians, and faithfully discharge his or her duties as a teacher. The provisions of this article to continue for twenty years.

ARTICLE VIII.

When the head of a family or lodge shall have selected lands and received his certificate as above directed, and the agent shall be satisfied that he intends in good faith to commence cultivating the soil for a living, he shall be entitled to receive seeds and agricultural implements for the first year in value one hundred dollars, and for each succeeding year he shall continue to farm, for a period of three years more, he shall be entitled to receive seeds and implements as aforesaid in value twenty-five dollars per annum.

And it is further stipulated that such persons as commence farming shall receive instructions from the farmer herein provided for; and whenever more than one hundred persons shall enter upon the cultivation of the soil, a second blacksmith shall be provided, with such iron, steel, and other material as may be required.

ARTICLE IX.

In lieu of all sums of money or other annuities provided to be paid to the Indians herein named, under any and all treaties heretofore made with them, the United States agrees to deliver at the agency house, on the reservation herein provided for, on the first day of September of each year for thirty years, the following articles, to wit:

For each male person, over fourteen years of age, a suit of good, substantial woollen clothing, consisting of coat, hat, pantaloons, flannel shirt, and a pair of woollen socks.

For each female, over twelve years of age, a flannel skirt, or the goods necessary to make it, a pair of woollen hose, twelve yards of calico, and twelve yards of cotton domestics.

For the boys and girls under the ages named, such flannel and cotton goods as may be needed to make each a suit as aforesaid, together with a pair of woollen hose for each.

And in order that the Commissioner of Indian Affairs may be able to estimate properly for the articles herein named, it shall be the duty of the agent, each year, to forward to him a full and exact census of the Indians, on which the estimate from year to year can be based.

And, in addition to the clothing herein named, the sum of ten dollars shall be annually appropriated for each Indian roaming, and twenty dollars for each Indian engaged in agriculture, for a period of ten years, to be used by the Secretary of the Interior in the purchase of such articles as, from time to time, the condition and necessities of the Indians may indicate to be proper. And if, at any time within the ten years, it shall appear that the amount of money needed for clothing, under this article, can be appropriated to better uses for the tribe herein named, Congress may, by law, change the appropriation to other purposes; but in no event shall the amount of this appropriation be withdrawn or discontinued for the period named. And the President shall, annually, detail an officer of the army to be present and attest the delivery of all the goods herein named to the Indians, and he shall inspect and report on the quantity and quality of the goods and the manner of their delivery; and it is expressly stipulated that each Indian over the age of four years,

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who shall have removed to and settled permanently upon said reservation, and complied with the stipulations of this treaty, shall be entitled to receive from the United States, for the period of four years after he shall have settled upon said reservation, one pound of meat and one pound of flour per day, provided the Indians cannot furnish their own subsistence at an earlier date. And it is further stipulated that the United States will furnish and deliver to each lodge of Indians, or family of persons legally incorporated with them, who shall remove to the reservation herein described and commence farming, one good American cow, and one good, well-broken pair of American oxen, within sixty days after such lodge or family shall have so settled upon said reservation.

ARTICLE X.

The United States hereby agrees to furnish annually to the Indians the physician, teachers, carpenter, miller, engineer, farmer, and blacksmiths as herein contemplated, and that such appropriations shall be made from time to time, on the estimates of the Secretary of the Interior, as will be sufficient to employ such persons.

ARTICLE XI.

No treaty for the cession of any portion of the reservation herein described, which may be held in common, shall be of any force or validity as against the said Indians unless executed and signed by at least a majority of all the adult male Indians occupying or interested in the same, and no cession by the tribe shall be understood or construed in such manner as to deprive, without his consent, any individual member of the tribe of his right to any tract of land selected by him as provided in Article VI of this treaty.

ARTICLE XII.

It is agreed that the sum of five hundred dollars annually, for three years from the date when they commence to cultivate a farm, shall be expended in presents to the ten persons of said tribe who, in the judgment of the agent, may grow the most valuable crops for the respective year.

W. T. SHERMAN, *Lieut. Gen.*
WM. S. HARNEY,
Bvt. Maj. Gen. and Peace Commissioner.
ALFRED H. TERRY, *Bvt. Maj. Gen.*
C. C. AUGUR, *Bvt. Maj. Gen.*
JOHN B. SANBORN.
S. F. TAPPAN.

ASHTON S. H. WHITE, *Secretary.*

CHE-RA-PEE-ISH-KA-TE, Pretty Bull,	his + mark.	[SEAL.]
CHAT-STA-HE, Wolf Bow,	his + mark.	[SEAL.]
AH-BE-CHE-SE, Mountain Tail,	his + mark.	[SEAL.]
KAM-NE-BUT-SA, Black Foot,	his + mark.	[SEAL.]
DE-SAL-ZE-CHO-SE, White Horse,	his + mark.	[SEAL.]
CHIN-KA-SHE-ARACHE, Poor Elk,	his + mark.	[SEAL.]
E-SA-WOOR, Shot in the Jaw,	his + mark.	[SEAL.]
E-SHA-CHOSE, White Forehead,	his + mark.	[SEAL.]
—— ROO-KA, Pounded Meat,	his + mark.	[SEAL.]
DE-KA-KE-UP-SE, Bird in the Neck,	his + mark.	[SEAL.]
ME-NA-CHE, The Swan,	his + mark.	[SEAL.]

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Attest:
GEORGE B. WILLIS, *Phonographer.*
JOHN D. HOWLAND.
ALEX. GARDNER.
DAVID KNOX.
CHAS. FREEMAN.
JAS. C. O'CONNOR.

And whereas the said treaty having been submitted to the Senate of the United States for its constitutional action thereon, the Senate did, on the twenty-fifth day of July, one thousand eight hundred and sixty-eight, advise and consent to the ratification of the same, by a resolution in the words and figures following, to wit:

IN EXECUTIVE SESSION,
SENATE OF THE UNITED STATES,
July 25, 1868.

Resolved, (two-thirds of the senators present concurring,) That the Senate advise and consent to the ratification of the treaty between the United States and the Crow Indians of Montana Territory, made the seventh day of May, 1868.

Attest:
GEO. C. GORHAM,
Secretary.
By W. J. McDONALD,
Chief Clerk.

Now, therefore, be it known that I, Andrew Johnson, President of the United States of America, do, in pursuance of the advice and consent of the Senate, as expressed in its resolution of the twenty-fifth of July, one thousand eight hundred and sixty-eight, accept, ratify, and confirm the said treaty.

In testimony whereof, I have hereunto signed my name, and caused the seal of the United States to be affixed.

Done at the city of Washington, this twelfth day of August, in the [SEAL.] year of our Lord one thousand eight hundred and sixty-eight, and of the independence of the United States of America the ninety-third.

ANDREW JOHNSON.

By the President:
W. HUNTER,
Acting Secretary of State.

OFFICE SUPERINTENDENT INDIAN AFFAIRS,
Virginia City, Montana, November 23, 1868.

SIR: In obedience to your instructions, dated September 7, addressed to the superintendent of Indian Affairs, Montana Territory, requesting a census of the Crow tribe of Indians, and an estimate of the articles required under the 9th article of the treaty of May 7, 1868, I have the honor to submit the following:

The census taken shows the whole amount of the tribe to be as follows:

Men	520
Women	745
Boys	349
Girls	339
Total	1,953

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The census was commenced by going to each lodge and making an actual count of the members living therein. After visiting 103 lodges the minds of the Indians became impressed with a superstitious belief that all was not right and that such proceedings would bring sickness among them, and prevented a completion of the census in that manner. It was afterwards completed by calling the heads of families together and ascertaining the numbers from them. It is impossible to give the ages, but it is believed the classification is sufficiently accurate for the practical end desired. Those classed as girls and boys are reckoned under the ages of 12 and 14 years.

Upon the foregoing data I have based the following estimate, as per article 9th of the treaty:

For the males over 14 years of age,	520 coats.
	520 hats.
	520 pairs pantaloons.
	520 flannel shirts.
	520 pairs woollen socks.
For the females over 12 years of age,	745 flannel skirts.
	745 pairs woollen hose.
	8,940 yards calico.
	8,940 yards cotton domestics.
For the males under 14 years of age,	2,094 yards heavy flannel.
	2,094 yards Osnaburg or ticking.
	349 hats.
	349 pairs socks.
For the females under 12 years of age,	2,034 yards heavy flannel.
	2,034 yards Osnaburg or ticking.
	678 yards calico.
	339 pairs woollen hose.

The above estimate is based upon the actual number of Indians in the census. It may be proper, however, to increase the quantity of goods and clothing, in order to be able to furnish the chiefs with an extra allowance and satisfy the wants of any straggling Crows that may not have been included in the census.

Very respectfully, your obedient servant,

JAMES TUFTS,
Acting Governor and ex officio Sup't Indian Affairs.

Hon. N. G. TAYLOR,
Commissioner of Indian Affairs, Washington, D. C.

Estimate of appropriations required for fulfilling treaty stipulations with the Crow Indians, under treaty of May 7, 1868, for the fiscal year ending June 30, 1870.

The first of thirty instalments to supply male persons over 14 years of age with a suit of good, substantial woollen clothing, consisting of coat, hat, pantaloons, flannel shirt, and woollen socks, per 9th article, treaty of May 7, 1868, for the fiscal year ending June 30, 1870	$10,000
For first of thirty instalments to supply each female over 12 years of age with a flannel skirt, or the goods necessary to make the same, a pair of woollen hose, 12 yards of calico, and 12 yards of cotton domestics, per 9th article, treaty of May 7, 1868, for the fiscal year ending June 30, 1870	5,000

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For first of thirty instalments to supply the boys and girls under the ages named such flannel and cotton goods as may be needed to make each a suit as aforesaid, together with a pair of woollen hose for each, per 9th article, treaty of May 7, 1868, for the fiscal year ending June 30, 1870.....	$4,500
For first of ten instalments to be used by the Secretary of the Interior in the purchase of such articles as from time to time the condition and necessities of the Indians may indicate to be proper, the sum of $10 for each Indian roaming, (1,953 souls,) per 9th article, treatyof May 7, 1868, for the fiscal year ending June 30, 1870.....	19,530
	39,030

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 43.

APPROPRIATIONS FOR UTE INDIANS.

LETTER

FROM THE

SECRETARY OF THE INTERIOR,

TRANSMITTING

Letter from Commissioner of Indian Affairs with estimates for appropriations for Ute Indians.

JANUARY 13, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 13, 1869.

SIR: I have the honor to transmit herewith a copy of a letter of the 12th instant from the Commissioner of Indian Affairs, together with an estimate of appropriation for fulfilling treaty stipulations with certain bands of Ute Indians, under treaty March 2, 1868, for the fiscal year ending June 30, 1870, to which the attention of Congress is respectfully invited.

I am, sir, very respectfully, your obedient servant,

O. H. BROWNING,
Secretary.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AFFAIRS,
Washington, D. C., January 12, 1869.

SIR: I have the honor to enclose herewith an estimate of appropriations required for fulfilling treaty stipulations with the Tabequache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians, under treaty of March 2, 1868, (copy herewith enclosed,) for the fiscal year ending June 30, 1870.

As all the items in the estimate, except the two for pay of employés and purchase of iron and steel, are filed by the terms of said treaty, no explanation in regard thereto are deemed necessary to be made.

In relation to the item for pay of employés, I would say that it is understood by this office that only one blacksmith for each agency on the reservation, provided in the 2d article of said treaty, is to be furnished; and as one is already provided, under the treaty of October 7, 1863, with the Tabequache band, I have embraced in said item pay for

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only one blacksmith. No other employés are furnished under the provisions of said treaty of October 7, 1863, consequently an appropriation will be necessary to pay for carpenters, two millers, and two farmers, stipulated to be furnished per articles 4 and 14 of the treaty of March 2, 1868.

It is not considered necessary at the present time to submit an estimate for purposes of education, as provided in the 8th article of the treaty of 1868. No item, therefore, for that object nor for pay of teachers, under the 14th article, is embraced in the estimate.

The amount asked for to purchase iron and steel and the necessary tools for the blacksmith shop, as provided in the 9th article of the treaty of 1868, is the same as that heretofore appropriated for the same objects, under the 10th article, treaty of 1863.

I respectfully request that the enclosed estimate be submitted to Congress for its action.

Very respectfully, your obedient servant,

N. G. TAYLOR,
Commissioner.

Hon. O. H. BROWNING,
Secretary of the Interior.

Treaty between the United States of America and the Tabeguache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians.—Concluded March 2, 1868.—*Ratification advised, with amendment, July* 25, 1868.—*Amendment accepted August* 15, *September* 1, 14, 24, *and* 25, 1868.—*Proclaimed November* 6, 1868.

ANDREW JOHNSON, President of the United States of America, to all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at the city of Washington, in the District of Columbia, on the second day of March, in the year of our Lord one thousand eight hundred and sixty-eight, by and between Nathaniel G. Taylor, Alexander C. Hunt, and Kit Carson, commissioners on the part of the United States, and U-ré, Ka-ni-ache, An-ka-tosh, José-Maria, Ni-ca-a-gat, Guero, Pa ant, Pi-ah, Su-vi-ap, and Pa-bu-sat, representatives of the Tabeguache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians, on the part of said Indians, and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

Articles of a treaty and agreement, made and entered into at Washington city, D. C., on the second day of March, 1868, by and between Nathaniel G. Taylor, Commissioner of Indian Affairs, Alexander C. Hunt, governor of Colorado Territory, and ex officio superintendent of Indian affairs, and Kit Carson, duly authorized to represent the United States, of the one part, and the representatives of the Tabaquache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians, (whose names are hereto subscribed,) duly authorized and empowered to act for the body of the people of said bands, of the other part, witness:

ARTICLE I. All the provisions of the treaty concluded with the Tabequache band of Utah Indians, October 7, 1863, as amended by the

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Senate of the United States and proclaimed December 14th, 1864, which are not inconsistent with the provisions of this treaty, as hereinafter provided, are hereby reaffirmed and declared to be applicable and to continue in force as well to the other bands, respectively, parties to this treaty, as to the Tabequache bands of Utah Indians.

ART. II. The United States agree that the following district of country, to wit: Commencing at that point on the southern boundary line of the Territory of Colorado where the meridian of longitude 107° west from Greenwich crosses the same; running thence north with said meridian to a point fifteen miles due north of where said meridian intersects the 40th parallel of north latitude; thence due west to the western boundary line of said Territory; thence south with said western boundary line of said Territory to the southern boundary line of said Territory; thence east with said southern boundary line to the place of beginning, shall be, and the same is hereby, set apart for the absolute and undisturbed use and occupation of the Indians herein named, and for such other friendly tribes or individual Indians as from time to time they may be willing, with the consent of the United States, to admit among them; and the United States now solemnly agree that no persons, except those herein authorized so to do, and except such officers, agents, and employés of the government as may be authorized to enter upon Indian reservations in discharge of duties enjoined by law, shall ever be permitted to pass over, settle upon, or reside in the territory described in this article, except as herein otherwise provided.

ART. III. It is further agreed by the Indians, parties hereto, that henceforth they will and do hereby relinquish all claims and rights in and to any portion of the United States or Territories, except such as are embraced in the limits defined in the preceding article.

ART. IV. The United States agree to establish two agencies on the reservation provided for in article two, one for the Grand River, Yampa, and Uintah bands, on White river, and the other for the Tabequache, Muache, Weeminuche, and Capote bands, on the Rio de los Pinos, on the reservation, and at its own proper expense to construct at each of said agencies a warehouse or store-room for the use of the agent in storing goods belonging to the Indians, to cost not exceeding fifteen hundred dollars; an agency building for the residence of the agent, to cost not exceeding three thousand dollars; and four other buildings, for a carpenter, farmer, blacksmith, and miller, each to cost not exceeding two thousand dollars; also a school-house or mission building, so soon as a sufficient number of children can be induced by the agent to attend school, which shall not cost exceeding five thousand dollars.

The United States agree, further, to cause to be erected on said reservation, and near to each agency herein authorized, respectively, a good water-power saw-mill, with a grist-mill and a shingle machine attached, the same to cost not exceeding eight thousand dollars each: *Provided*, The same shall not be erected until such time as the Secretary of the Interior may think it necessary to the wants of the Indians.

ART. V. The United States agree that the agents for said Indians, in the future, shall make their homes at the agency buildings; that they shall reside among the Indians, and keep an office open at all times for the purpose of prompt and diligent inquiry into such matters of complaint, by and against the Indians, as may be presented for investigation under the provisions of their treaty stipulations, as also for the faithful discharge of other duties enjoined on them by law. In all cases of depredation on person or property, they shall cause the evidence to be taken in writing and forwarded, together with their finding, to the

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Commissioner of Indian Affairs, whose decision, subject to the revision of the Secretary of the Interior, shall be binding on the parties to this treaty.

ART. VI. If bad men among the whites or among other people, subject to the authority of the United States, shall commit any wrong upon the person or property of the Indians, the United States will, upon proof made to the agent and forwarded to the Commissioner of Indian Affairs at Washington city, proceed at once to cause the offender to be arrested and punished according to the laws of the United States, and also reimburse the injured person for the loss sustained.

If bad men among the Indians shall commit a wrong or depredation upon the person or property of any one, white, black, or Indian, subject to the authority of the United States and at peace therewith, the tribes herein named solemnly agree that they will, on proof made to their agent and notice to him, deliver up the wrong-doer to the United States, to be tried and punished according to its laws, and in case they wilfully refuse so to do, the person injured shall be reimbursed for his loss from the annuities or other moneys due or to become due to them under this or other treaties made with the United States.

ART. VII. If any individual belonging to said tride of Indians or legally incorporated with them, being the head of a family, shall desire to commence farming, he shall have the privilege to select, in the presence and with the assistance of the agent then in charge, by metes and bounds, a tract of land within said reservation not exceeding one hundred and sixty acres in extent, which tract, when so selected, certified, and recorded in the land book as herein directed, shall cease to be held in common, but the same may be occupied and held in exclusive possession of the person selecting it and his family so long as he or they may continue to cultivate it. Any person over eighteen years of age, not being the head of a family, may, in like manner, select and cause to be certified to him or her for purposes of cultivation a quantity of land not exceeding eighty acres in extent, and thereupon be entitled to the exclusive possesion of the same as above directed.

For each tract of land so selected a certificate containing a description thereof, and the name of the person selecting it, with a certificate endorsed thereon that the same has been recorded, shall be delivered to the party entitled to it by the agent after the same shall have been recorded by him in a book to be kept in his office, subject to inspection, which book shall be known as the "Ute Land Book."

The President may at any time order a survey of the reservation; and when so surveyed Congress shall provide for protecting the rights of such Indian settlers in their improvements, and may fix the character of the title held by each.

The United State may pass such laws on the subject of alienation and descent of property, and on all subjects connected with the government of the Indians on said reservation and the internal police thereof as may be thought proper.

ART. VIII. In order to insure the civilization of the band entering into this treaty, the necessity of education is admitted, especially by such of them as are or may be engaged in either pastoral, agricultural, or other peaceful pursuits of civilized life on said reservation, and they therefore pledge themselves to induce their children, male and female, between the age[s] of seven and eighteen years, to attend school; and it is hereby made the duty of the agent for said Indians to see that this stipulation is complied with to the greatest possible extent; and the United States agree that for every thirty children between said ages

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who can be induced to attend school, a house shall be provided, and a teacher competent to teach the elementary branches of an English education shall be furnished, who will reside among said Indians, and faithfully discharge his or her duties as teacher—the provisions of this article to continue for not less than twenty years.

ART. IX. When the head of a family or lodge shall have selected lands, and received his certificate as above described, and the agent shall be satisfied that he intends, in good faith, to commence cultivating the soil for a living, he shall be entitled to receive seeds and agricultural implements for the first year, not exceeding in value one hundred dollars, and for each succeeding year he shall continue to farm, for a period of three years more, he shall be entitled to receive seeds and implements as aforesaid, not exceeding in value fifty dollars; and it is further stipulated that such persons as commence farming shall receive instructions from the farmer herein provided for; and it is further stipulated that an additional blacksmith to the one provided for in the treaty of Oct. 7, 1863, referred to in article one of this treaty, shall be provided with such iron, steel, and other materials as may be needed for the Uintah, Yampa, and Grand River agency.

ART. X. At any time after ten years from the making of this treaty the United States shall have the privilege of withdrawing the farmers, blacksmiths, carpenters, and millers herein, and in the treaty of Oct. 7, 1863, referred to in article one of this treaty, provided for, but in case of such withdrawal, an additional sum thereafter of ten thousand dollars per annum shall be devoted to the education of said Indians, and the Commissioner of Indian Affairs shall, upon careful inquiry into their condition, make such rules and regulations, subject to the approval of the Secretary of the Interior, for the expenditure of said sum as will best promote the educational and moral improvement of said Indians.

ART. XI. That a sum, sufficient in the discretion of Congress for the absolute wants of said Indians, but not to exceed thirty thousand dollars per annum, for thirty years, shall be expended under the direction of the Secretary of the Interior for clothing, blankets, and such other articles of utility as he may think proper and necessary upon full official reports of the condition and wants of said Indians.

ART. XII. That an additional sum sufficient, in the discretion of Congress, (but not to exceed thirty thousand dollars per annum,) to supply the wants of said Indians for food shall be annually expended under the direction of the Secretary of the Interior, in supplying said Indians with beef, mutton, wheat, flour, beans, and potatoes, until such time as the said Indians shall be found to be capable of sustaining themselves.

ART. XIII. That for the purpose of inducing said Indians to adopt habits of civilized life and become self-sustaining, the sum of forty-five thousand dollars, for the first year, shall be expended, under the direction of the Secretary of the Interior, in providing each lodge or head of a family in said confederated bands with one gentle American cow, as distinguished from the ordinary Mexican or Texas breed, and five head of sheep; also one good bull for every twenty-five head of cows, and such further sums annually, in the discretion of Congress, as may be necessary, not to exceed forty-five thousand dollars per annum, and not for a longer period than four years, shall be expended as aforesaid to every lodge or head of a family that shows a disposition to preserve said stock for increase.

ART. XIV. The said confederated bands agree that whensoever, in the opinion of the President of the United States, the public interests may

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require it, that all roads, highways, and railroads, authorized by law, shall have the right of way through the reservation herein designated.

ART. XV. The United States hereby agree to furnish the Indians the teachers, carpenters, millers, farmers, and blacksmiths, as herein contemplated, and that such appropriations shall be made from time to time, on the estimates of the Secretary of the Interior, as will be sufficient to employ such persons.

ART. XVI. No treaty for the cession of any portion or part of the reservation herein described, which may be held in common, shall be of any validity or force as against the said Indians, unless executed and signed by at least three-fourths of all the adult male Indians occupying or interested in the same; and no cession by the tribe shall be understood or construed in such manner as to deprive, without his consent, any individual member of the tribe of his right to any tract of land selected by him, as provided in article seven of this treaty.

ART. XVII. All appropriations now made, or to be hereafter made, as well as goods and stock due these Indians under existing treaties, shall apply as if this treaty had not been made, and be divided proportionately among the seven bands named in this treaty, as also shall all annuities and allowances hereafter to be made; *Provided*, That if any chief of either of the confederated bands make war against the people of the United States, or in any manner violate this treaty in any essential part, said chief shall forfeit his position as chief and all rights to any of the benefits of this treaty: *But provided further*, Any Indian of either of these confederated bands who shall remain at peace, and abide by the terms of this treaty in all its essentials, shall be entitled to its benefits and provisions, notwithstanding his particular chief and band may have forfeited their rights thereto.

In testimony whereof, the commissioner as aforesaid, on the part of the United States, and the undersigned representatives of the Tabeguache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians, duly authorized and empowered to act for the body of the people of said bands, have hereunto set their hands and seals, at the place and on the day, month, and year first hereinbefore written.

N. G. TAYLOR, [SEAL.]
A. C. HUNT, *Governor, &c.*, [SEAL.]
KIT CARSON, [SEAL.]
Commissioners on the part of the United States.

U-RE, his + mark.
KA-NI-ACHE, his + mark.
AN-KA-TOSH, his + mark.
JOSE-MARIA, his + mark.
NI-CA-A-GAT, or Greenleaf, his + mark.
GUERO, his + mark.
PA-ANT, his + mark.
PI-AH, his + mark.
U-VI-AP, his + mark.
PA-BU-SAT, his + mark.

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Witnesses:
DANIEL C. OAKES,
United States Indian Agent.
LAFAYETTE HEAD,
United States Indian Agent.
U. M. CURTIS, *Interpreter.*
H. P. BENNET.
ALBERT G. BOONE,
E. H. KELLOGG.
WM. J. GODFROY.

And whereas, the said treaty having been submitted to the Senate of the United States for its constitutional action thereon, the Senate did, on the twenty-fifth day of July, one thousand eight hundred and sixty-eight, advise and consent to the ratification of the same, with an amendment, by a resolution in the words and figures following, to wit:

IN EXECUTIVE SESSION, SENATE OF THE UNITED STATES,
July 25, 1868.

Resolved, (two-thirds of the senators present concurring,) That the Senate advise and consent to the ratification of the articles of a treaty and agreement made and entered into at Washington city, D. C., on the second day of March, 1868, between the United States and the Tabequache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uinta[h] bands of Ute Indians, with the following

AMENDMENT.

Article 13.—Strike out the following words: "also one good bull for every twenty-five [head of] cows, and such further sums annually, in the discretion of Congress, as may be necessary, not to exceed forty-five thousand dollars per annum, and not for a longer period than four years, shall be expended as aforesaid to every lodge or head of a family that shows a disposition to preserve said stock for increase."

Attest:

GEO. C. GORHAM, *Secretary.*

And whereas the foregoing amendment having been fully explained and interpreted to certain duly authorized chiefs and headmen of the Tabeguache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah Ute Indians, they did, to wit: Those of the Grand River and Uintah Ute Indians on the fifteenth day of August, in the year one thousand eight hundred and sixty-eight; those of the Yampas on the first day of September, in the same year; those of the Tabeguache and Muaches on the fourteenth day of September, in the same year; those of the Capote Utes on the twenty-fourth day of September, in the same year, and those of the Weeminuche Utes on the twenty-fifth day of September, in the same year, give their free and voluntary assent to the said amendment in a writing, which, after reciting the aforesaid action of the Senate and its said proposed amendment, concludes in the words and figures following, to wit:

Whereas the Senate of the United States has advised and consented to the ratification of the treaty made on the 2d day of March, 1868, with the Tabaguache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians, with the following amendment, to wit:

In article 13, strike out the following words: "also one good bull for every twenty-[five head of] cows, and such further sums annually, in the discretion of Congress, as may be necessary, not to exceed forty-five thousand dollars per annum, and not for a longer period than four years, shall

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be expended as aforesaid to every lodge or head of a family that shows a disposition to preserve said stock for increase."

Now, therefore, we, the chiefs and headmen of the aforesaid named bands of Ute Indians, duly authorized by our people, do hereby assent and agree to the said amendment, the same having been interpreted to us and being fully understood by us.

Witness our hands and seals on the days and dates set opposite our names respectively.

Date of signing.	Signatures.		Interpretation of names.	Band.
August 15, 1868.	SAC-WE-OCH	his × mark.	White Lock of Hair.	Grand River Utes Indians. Uintah Ute Indians.
	TAH-NACH	his × mark.	Granite Rock.	
	PAH-AH-PITCH	his × mark.	Sweet Herb.	
	TAB-Y-OU-SOUCK-EN	his × mark.	Sunrise.	
	SHOU-WACH-A-WICKET	his × mark.	Rainbow.	
	PE-AH	his × mark.	Black Tail Deer.	
	AH-UMP	his × mark.	Pine Tree.	
	AN-TRO	his × mark.	Rocking.	
	PAH	his × mark.	Water.	
	QUIR-NAUCH	his × mark.	Eagle.	
	YAH-MAH-NA	his × mark.	Briar.	

Signed in the presence of—

A. SEGENDORF.
URIAH M. CURTIS, *Spec. Interpreter.*
E. H. KELLOGG, *Sec'y Col. Ind. Supt'cy.*
DANIEL C. OAKES, *U. S. Ind. Ag't.*
LOUIS O. HOWELL.

Date of signature.	Signature.		Interpretation of names.	Band.
September 1.	SA-WA-WAT-SE-WITCH	his × mark.	Blue River.	Yampas.
	COLORADO	his × mark.	Red, (Spanish.)	
	PA-ANT	his × mark.	Tall.	
	SU-RI-AP	his × mark.	Lodge Pole's Son.	
	NICK-A-A-GAH	his × mark.	Green Leaf.	

Signed in the presence of—

E. H. KELLOGG, *Secr'y Indian Supt'cy Col. Ter.*
U. M. CURTIS, *Spec. U. S. Interpreter.*
DANIEL C. OAKES, *U. S. Indian Agent.*
H. P. BENNET.
LOUIS O. HOWELL.

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Date of signing.	Signatures.		Interpretation of names.	Band.
September 14.	OU-RAY	his × mark.	Arrow.	Tabeguaches.
	SHA-WA-NA	his × mark.	Blue Flower.	
	GUERO	his × mark.	Light Haired.	
	TAH-BE-WAH-CHE-KAH	his × mark.	Sun Rise.	
	AH-KAN-ASH	his × mark.	Red Cloud.	
	KA-NI-ACHE	his × mark.	One who was taken down.	Muaches.
	AN-KA-TOSH	his × mark.	Red, (Ute.)	
	SAP-PO-WAN-E-RI	his × mark.		
	TU-SA-SA-RI-BE	his × mark.		
	NA-CA-GET	his × mark.	Son to Tu-sa-sa-ri-be.	
	YA-MA-AJ	his × mark.	or George.	

Signed in presence of—

WM. J. GODFROY.
DANIEL C. OAKES, *U. S. Indian Agent.*
EDWARD R. HARRIS, *Special Interpreter.*
E. H. KELLOGG, *Secretary Col. Ind. Suptcy.*
LOUIS O. HOWELL.
URIAH M. CURTIS, *Interpreter.*

To the other copy of these instruments are signed as witnesses the following names: Juan Martine Martines, (friend of Indians,) Albert H. Pfeiffer, (their old agent,) Manuel Lusero.

Date of signing.	Signature.		Interpretation of names.	Band.
September 24.	SO-BO-TA	his × mark.	A Big Frock.	Ca-po-tas Utes.
	I-SI-DRO	his × mark.		
	SOW-WA-CH-WICHE	his × mark.	A Green Herb.	
	BA-BU-ZAT	his × mark.	A Crystal Drop Water.	
	SAB-OU-ICHIE	his × mark.	Wounded in the Abdomen.	
	CHU-I-WISH	his × mark.	Long Tailed Deer.	
	I-TA-LI-UH	his × mark.		
	E-RI-AT-OW-UP	his × mark.	Water Carrier.	
	AA-CA-WA	his × mark.	Red Eyes.	
	AC-I-APO-CO-EGO	his × mark.	Red Snake.	
	MARTINE	his × mark.	Named after a Mexican friend.	
	OU-A-CHEE	his × mark.		
	TAP-AP-O-WATIE	his × mark.		
	SU-VI-ATH	his × mark.	The Swoop of a Bird.	
	WI-AR-OW	his × mark.		

Signed in the presence of

LAFAYETTE HEAD.
ALB. H. PFEIFFER.
MANUEL LUSERO.
E. H. KELLOGG, *Secretary Col. Ind. Suptcy.*
URIAH M. CURTIS, *Interpreter.*
DANIEL C. OAKES, *United States Indian Agent.*

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Date of signing.	Signatures.		Interpretation of names.	Band.
September 25.	PA-JA-CHO-PE	his × mark.	A Claw.	Wo-mi-nu-ches Utes.
	PA-NO-AR	his × mark	Broad Brow.	
	SU-BI-TO-AU	his × mark.	Ugly Man.	
	TE-SA-GA-RA POU-IT	his × mark.	White Eyes.	
	SA-PO-EU-A-WA	his × mark.	Big Belly.	
	QU-ER-A-TA	his × mark.	A Bear.	

Signed in the presence of—
LAFAYETTE HEAD.
MANUEL LUSERO:
ALB. H. PFEIFFER.
E. H. KELLOGG, *Secretary Col. Ind. Supt'cy.*
JUAN MARTINE MARTINES, *Interpreter and Indian's Friend.*
DANIEL C. OAKES, *United States Indian Agent.*
URIAH M. CURTIS, *Interpreter.*

I hereby certify that, pursuant to the order from the Commissioner of Indian Affairs, dated August 4, 1868, I visited and held councils with the various bands of Ute Indians, at the times and places named in this instrument; and to all those familiar with the provisions of the treaty referred to have had the Senate amendment fully interpreted to them, and to all those not familiar with the treaty itself I have had the same fully explained and interpreted; and the 47 chiefs whose names are hereunto subscribed placed their names to this instrument with the full knowledge of its contents, and likewise with the provisions of the treaty itself.

Given under my hand at Denver, this 14th day of October, 1868.

A. C. HUNT,
Gov., Ex-off. Supt. Ind. Affairs.

Now, therefore, be it known that I, Andrew Johnson, President of the United States of America, do, in pursuance of the advice and consent of the Senate, as expressed in its resolution of the twenty-fifth day of July, one thousand eight hundred and sixty-eight, accept, ratify, and confirm the said treaty, with the amendment, as aforesaid.

In testimony whereof I have hereunto signed my name, and caused the seal of the United States to be affixed.

Done at the city of Washington, this sixth day of November, in the year of our Lord one thousand eight hundred and sixty-eight.
[SEAL.] and of the independence of the United States of America the ninety-third.

ANDREW JOHNSON.

By the President:
WILLIAM H. SEWARD, *Secretary of State.*

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Estimate of appropriation required for fulfilling treaty stipulations with the Tabequache, Muache, Capote, Weeminuche, Yampa, Grand River, and Uintah bands of Ute Indians, under treaty of March 2, 1868, for the fiscal year ending June 30, 1870.

For construction of a warehouse or storeroom at each of the agencies, for the use of the agent in storing goods belonging to the Indians, $1,500 each, per 4th article treaty March 2, 1868	$3,000
For erecting an agency building for the residence of the agent at each of the agencies, $3,000 each, per 4th article treaty March 2, 1868	6,000
For construction of a school-house or mission building at each of the agencies, $5,000 each, per 4th article treaty March 2, 1868.	10,000
For construction of four buildings, for carpenter, farmer, blacksmith, and miller, at each of the agencies, $2,000 each, per 4th article treaty March 2, 1868	16,000
For erection on said reservation, near to each agency, a good water-power saw-mill, with grist-mill and a shingle machine attached, per 4th article treaty March 2, 1868	8,000
For pay of two carpenters, two millers, two farmers, and one blacksmith, per 4th and 14th articles treaty March 2, 1868..	9,000
For purchase of iron and steel, and the necessary tools for the blacksmith shop, per 9th article March 2, 1868	220
For first of thirty instalments, to be expended under the direction of the Secretary of the Interior, for clothes, blankets, and such other articles as he may think proper and necessary, per 11th article treaty March 2, 1868	30,000
For annual amount to be expended under the direction of the Secretary of the Interior, in supplying said Indians with beef, mutton, wheat, flour, beans, and potatoes, until such time as said Indians shall be found to be capable of sustaining themselves, per 12th article treaty March 2, 1868	30,000
For this amount, to be expended under the direction of the Secretary of the Interior in providing each lodge or head of a family in said confederated bands with one gentle American cow, as distinguished from the ordinary Mexican or Texas breed, and five head of sheep, per 13th article treaty March 2, 1868	45,000
Total	157,220

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. No. 44.

SUPERINTENDENT OF EXPORTS AND DRAWBACKS.

LETTER

FROM

THE SECRETARY OF THE TREASURY.

IN ANSWER TO

A resolution of the House of the 6th instant, relative to postponing the time of the discontinuance of the offices of superintendent of exports and drawbacks at the ports of New York and the ports of the United States.

JANUARY 14, 1869.—Referred to the Committee of Ways and Means and ordered to be printed.

TREASURY DEPARTMENT, *January* 14, 1869.

SIR: I have the honor to acknowledge the receipt of House resolution of the 6th instant, requesting my reasons for postponing the time for the discontinuance of the offices of superintendent of exports and drawbacks at the ports of New York, Boston, Philadelphia and Baltimore, after September 30, 1868; also the character and amount of work done by the superintendents severally, since the 30th of September, 1868; the character and amount of work to be done during the time the offices are yet to continue, and the expense incurred for salaries, clerk hire, office rent, and other purposes, for keeping up said offices respectively in each of the said cities after the 30th day of September last; and to reply, that representations having been made and information furnished of such a character as to induce the belief that the public as well as the interests of the mercantile community would be subserved by a continuance of the offices of superintendent of exports and drawbacks at the ports of New York, Boston and Baltimore, (no application for the continuance of the office having been made from Philadelphia, it was discontinued on October 1, 1868,) I called for reports of the unfinished business remaining on file in the respective offices, together with the opinions of the different collectors in charge of exports as to the necessity of such continuance, and from the statements and opinions received was confirmed in the belief that further time should be allowed to dispose of the unfinished business.

The question of discontinuing these offices was one purely practical in its character, as to whether it would be better to continue the business, for a definite time, in its old channel, with experienced officers in charge, for the sole purpose of closing it up, or to place the unfinished cases in the hands of the collectors in charge of exports, to whom the business must necessarily be new, and which would doubtless require a good

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portion of the extension asked to organize and become familiar with its operation. Under this state of facts, and for this reason, I determined to postpone the date for the abolition of these offices, and accordingly extended the time for closing the offices at New York until March 4, 1869; Boston, February 1, 1869; and Baltimore, February 1, 1869; with the understanding that the unfinished cases on file should be disposed of by that time.

Of the character and amount of work done by the superintendents, severally, since the 30th of September, 1868.

NEW YORK.

Under drawback regulations of June 15, 1865:		
Examined, computed certificates issued for and sent to Washington	38	claims.
Under regulations of September 10, 1867	279	"
Under regulations of September 10, 1867, called section 7, special claims	138	"
Total	455	"

for drawback on domestic merchandise exported under internal revenue acts.

Out of the above number the Commissioner of Internal Revenue has notified the superintendent from time to time of the allowance of 231 claims, leaving a balance of 224 claims not yet acted upon.

Two hundred and fifteen of the 231 claims allowed are paid by drafts sent direct to the claimants; and inasmuch as the envelop enclosing the draft does not contain any memorandum showing for what account the draft is drawn, the party or parties receiving the same invariably make application to the superintendent for the details of the shipment for which the draft is drawn. Affording or furnishing the information applied for consumes a great deal of time, and is the source of continued interruptions.

In addition to the above there have been presented to the superintendent by exporters 216 export withdrawal entries for the exportation of tobacco, and for which, after examination and recording, he issued 216 withdrawal permits, (Form Z,) as per bonded warehouse regulations, series 3, No. 9, of August 29, 1867, and regulations supplementary thereto, dated November 1, 1867.

Out of 600 withdrawal entries for exportation, made under bonded warehouse regulations June 15, 1865, awaiting the issuance of the custom-house clearance certificate for the cancellation of the warehouse bond, 232 have been satisfactorily adjusted, and the balance are in a satisfactory state of progress. In reference to this last part of the work the superintendent states that it has to be performed by the custom-house and his office conjointly, owing to the unexplained irregularities or discrepancies existing in the export entries on file at the custom-house, which can generally be accounted for by his office, or by the return of landing certificates now on file in the custom-house.

The balance of the time of his office since September 30, 1868, has been occupied chiefly in looking after the cancellation of old drawback bonds remaining on file and not cancelled; in endeavors to have spirits accounted for which were consigned from the west to the superintendent of exports at that port for *direct exportation*, but which have never been reported to him, although the transportation bonds have long been cancelled. The spirits referred to were, in almost every case, whiskey, and the withdrawal of whiskey from bond for transportation in bond

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"for direct export" was nothing more nor less than false pretence, as little or no trade to foreign countries is carried on in the article, and the parties withdrawing the same did not, during the years 1866 and 1867, make a single shipment of as much as 20 barrels; in labeling and putting away papers completed, and in correspondence and other duties incidental to a public office.

The act of Congress relieving petroleum oil from tax occasioned a good deal of confusion to some collectors at that port in reference to the withdrawal for exportation of the oil at that time already in bonded warehouses within their respective districts. This confusion, coupled with numerous cases of "short shipments" already on hand, has so damaged their warehouse accounts that, upon application, from time to time, he is obliged to search through his books for the purpose of furnishing them information as to the disposition of certain lots of which they have failed to keep an account.

BOSTON.

Examined, passed, and sent forward	210	claims.
Examined and rejected	26	"
Permits for the removal of tobacco from warehouse	20	"

Many of the claims examined and passed were old and complicated, and, as well as those rejected, required close scrutiny and examination, while others were special claims under section 7 of series 3, No. 13.

BALTIMORE.

Some 20 claims have come under the supervision of the superintendent since the 30th day of September, 1868.

Of the character and amount of work to be done during the time the offices are to continue.

NEW YORK.

Drawback claims under regulations of June 15, 1867	198
Drawback claims under regulations of June 15, 1867, awaiting entries from custom-house to complete	40
Drawback claims under regulations of September 10, 1867	339
Drawback claims under regulations of September 10, 1867, awaiting entries from custom-house to complete	49
Claims to be disposed of	626

In addition to the above are the current claims for the tax per pound on cotton goods and for the value of stamps affixed to proprietary articles exported. Also the claims under section 7 of regulations of September 10, 1867, which are forwarded by claimants direct to the Commissioner of Internal Revenue, and by him afterwards sent to the superintendent for examination and computation, with directions to him to issue the usual certificate and attach the same to the claims, and return them to his office for allowance.

Of the claims above referred to the superintendent is unable to say how many more may be sent to his office hereafter.

There are 368 withdrawal export entries under regulations of June 15, 1865, awaiting the issuance of the custom-house clearance certificate (Form W) for the cancellation of the warehouse bonds. On account of discrepancies in proof of shipment, the getting up of these certificates

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must necessarily be the joint labor of the custom-house and the office of the superintendent.

There are on file in his office 300 export bonds given by exporters for merchandise exported for benefit of drawbacks which remain uncancelled. These required to be cancelled by the production of landing certificates, or in case of failure to do so, should be prosecuted, inasmuch as the parties interested have long since received drawback on them from the government.

The whiskey permits and short shipments referred to have yet to be finished, as also the correspondence and other routine and incidental matters necessarily connected with a public office.

BOSTON.

Remaining in the office, 84 cases, some of which are complicated.

BALTIMORE.

Some cotton claims are still on file in this office awaiting the proper landing certificates.

Of the expenses incurred or to be incurred for salaries, clerk-hire, for keeping up said offices respectively in each of the said cities after the 30th day of September, 1868.

NEW YORK.

For salaries	$2,145 00	
For office rent		
For stationery, gas, &c	52 05	
		$2,197 05
Estimated expenses from January 1 to March 4, 1869:		
For salaries	$1,450 00	
For office rent		
For stationery and gas	28 00	
		1,478 00
Total		3,675 05

In respect to office rent, I would state that the building in which the office of the superintendent is located was, at the time of his transfer thereto from No. 81 Beaver street, under lease to the government, and the portion of it now occupied by him, being then vacant, is the same as formerly occupied by the metropolitan revenue board. The whole building therefore being under lease to government, no additional expense is incurred by the occupancy of a portion of it by this office.

BOSTON.

For salaries to December 31, 1868	$737 50	
For rent, fuel, stationery, &c	107 00	
		$844 50
Estimate of expenses for January, 1869:		
For salaries	254 05	
For rent, fuel, stationery, &c	28 83	
		282 85
Total		1,127 35

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BALTIMORE.

For salary	$300 00	
No rent or incidental expenses.		
Estimated expense for January, 1869	100 00	
		$400 00
Total actual and estimated expense of continuance of office of superintendent of exports and drawback at the respective ports of New York, Boston, and Baltimore		5,202 40

I am, very respectfully,

H. McCULLOCH, *Secretary.*

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives, Washington, D. C.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 45.

ENGRAVING AND PRINTING BUREAU OF THE TREASURY.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING,

In answer to a resolution of the House of Representatives of the 12th instant, report relative to the condition of the engraving and printing bureau of the treasury.

JANUARY 15, 1869.—Referred to the Committee on Retrenchment and ordered to be printed.

TREASURY DEPARTMENT, *January* 14, 1869.

SIR: In answer to resolution of the House of Representatives of the 12th instant, I have the honor to transmit herewith a copy of the report made under the direction of the First Comptroller, First Auditor, and Register of the Treasury, in reference to the past and then existing condition of the Bureau of Engraving and Printing of the Treasury Department, with the accompanying documents.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

Report of the examination of the National Currency Bureau, made in compliance with instructions of the Secretary of the Treasury of July 6, 1868, *rendered September* 1, 1868.

TREASURY DEPARTMENT,
Washington, September 4, 1868.

SIR: We have the honor to acknowledge the due receipt of your communication of the 6th of July last, informing us that we had been appointed to act, either by ourselves or by deputy from our respective offices, to examine and report upon the method of business and present condition of the Bureau of Engraving and Printing under Mr. S. M. Clark.

Our official duties would not permit either of us to act in person in making the desired examination; and, therefore, Mr. R. Cruikshank, of the Comptroller's office, Mr. R. E. Preston, of the Auditor's office, and

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Mr. C. C. Graham, of the Register's office, were deputed in our places respectively.

We have entire confidence in the ability of these gentlemen to perform the duty assigned to them, and in the fidelity with which that duty has been performed.

Herewith we submit their report, which we trust will be found to cover the subjects of examination and prove satisfactory.

We are, very respectfully, your obedient servants,

R. W. TAYLER, *First Comptroller.*
T. L. SMITH, *First Auditor.*
N. L. JEFFRIES, *Register.*

Hon. HUGH MCCULLOCH,
Secretary of the Treasury.

TREASURY DEPARTMENT, FIRST COMPTROLLER'S OFFICE,
September 1, 1868.

GENTLEMEN: Being authorized by the committee to whom you have delegated the duty of investigation in the Bureau of Engraving and Printing to present the accompanying report, I feel it my duty to express, as the unanimous opinion of the committee, the suggestion that a separate building should be erected for the accommodation of this bureau, not only on account of its incongruous arrangement, necessitated by its position, but for more safety and convenience, and because of the objectionable interference with other bureaus of the department, by reason of the noise of the machinery and the smoke and soot of the furnaces. While we are not quite sure that such a recommendation is distinctly within the scope of our instructions, we deem it better "to take the responsibility" rather than be recreant to duty.

Very respectfully,

R. CRUIKSHANK,
Chairman of Deputies.

Hon. R. W. TAYLER, *First Comptroller.*
Hon. T. L. SMITH, *First Auditor.*
Hon. N. L. JEFFRIES, *Register.*

TREASURY DEPARTMENT,
Washington, September 1, 1868.

GENTLEMEN: In obedience to your instructions and in conformity with the letter of the Secretary of the Treasury, dated July 6, 1868, directing you to cause an examination of the manner and method of business, and the present condition of the Bureau of Engraving and Printing, under Mr. S. M. Clark, we respectfully report that we have to the best of our ability endeavored to fulfil the duties imposed upon us, and herewith present as concisely as possible the result of our observations.

When we first entered upon the examination of the Bureau of Engraving and Printing we were at a loss where to commence the investigation. After examining the working of the different divisions of the bureau, we, in order to illustrate the method and manner of business as practiced, determined to take the fractional currency and follow the method and manner of its production from the time the requisition was made by the superintendent of counters upon the clerk in charge of the

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paper wareroom for the blank paper upon which it is to be printed, until the notes were finished and delivered to the Treasurer of the United States. The reasons for selecting the fractional currency were that to our mind it appeared that there were greater chances for fraud to be successfully practiced with less likelihood of detection, as it passes through the hands of more operatives than any other security produced by the Bureau of Engraving and Printing, and is neither numbered nor sealed, and assumes its full money value as soon as finished by the plate printer.

In our examination we find that no paper of any character whatever is allowed to leave the wareroom except on the requisition of the superintendents of the counting divisions. In the body of the requisition the size of the paper required is given; the character of the security for which it is designed to be used is also stated. When paper is required for fractional currency, the superintendent of counters makes a requisition on the paper clerk, who delivers the paper of the size and quantity required, for which he takes the receipt of the superintendent of counters, to whom he delivers the paper. As soon as the paper is received from the wareroom by the counting division, it is immediately counted three times by different persons, and if each package is found to contain 1,000 sheets, it is reported to the clerk as correct, or if a package is found to contain more or less than 1,000 sheets, the surplus is reported, and in case of a deficiency the clerk in charge of the wareroom supplies the deficit.

In order to avoid repetition, we here state that each division or subdivision is supplied with a blank book properly ruled and headed, in which all paper received or transferred is entered, and the character and amount of the security for which it is to be used stated, and when paper is transferred from one division to another, the superintendent of the division receiving receipts to the superintendent of the division delivering the paper, subject to count, by placing his or her initials on the line opposite the amount alleged to be transferred. As soon as paper is received from one division by another, it is counted twice, (the rule requiring that all counts should be made on the day of delivery,) and if found correct, a receipt in full is given.

After the paper which is designed for fractional currency is counted under the direction of the superintendent of counters it is sent to the bronzers, and given out to the operatives to be bronzed. A strict account of the number of sheets to each machine is kept, and the name of the operative written in full on the top sheet of each package. As soon as the bronzing is completed the paper is returned to the superintendent of counters, where it remains subject to the requisitions of the superintendent of plate printers. The superintendent of plate printers, in making his requisitions for paper, states the number of sheets required and the denomination it is designed to print. The counting division being on the basement floor of the building, and the plate printing on the upper floor, the paper is transferred to the upper floor in boxes. As soon as the paper is received by the clerk in charge of the paper room attached to the plate printers' division it is immediately counted and a receipt given if found correct. As all of the fractional currency is printed on the hydrostatic presses it does not require the paper to be wetted down, and the printer goes to work as soon as he receives the paper. The paper is delivered to the printers, by the clerk in charge of the paper room of the plate-printing division, in such quantities as they require, and a receipt for the number of sheets delivered to them taken. The printers are not allowed, under any circumstances, to enter the room where the paper is kept, but receive their paper at a

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small window, and are required to count the paper delivered to them before leaving the window, in order to verify the count. The printer having received his paper, the next step is to procure the plate for printing the "reverse." This he receives from the superintendent of plate printers, and as soon as he finishes 100 sheets they are delivered to the superintendent of the drying room, who receipts for them in a small pass-book, with which we find every printer employed in the division supplied.

The responsibility of the printer ceases for the paper as soon as he delivers it to the superintendent of the drying-room. Should the printer not be able to finish during the day all the paper he receives, it is returned at night to the superintendent, and he receives credit on his pass-book for the number of sheets so returned, and these, with the number for which he has the receipt, will make the aggregate of the sheets delivered to him in the morning. Thus it will be seen that the paper account of every printer working at the hydrostatic presses is settled daily, and all plates used by the printer are required to be returned to the superintendent when the printer ceases work. As soon as the foreman of the drying-room receives the work from the printers, the number of sheets received, and the amount, with the name of the printer is entered on the record, and then counted, each man's work being ticketed and placed on a separate rack to dry. It remains in the drying-room from 24 to 36 hours, when it is transferred to the examining-room. Here all the work is examined, and all imperfect sheets or imperfect impressions are separated from the perfect, an account of both perfect and imperfect impressions being taken. After the work has been examined, it is placed in the hands of the clerk in charge of the plate-printers' wareroom, and is given out by him in order that the obverse or face of the note may be printed, and passes through the same routine as described above, with the exception that after it comes from the drying-room to the examiner it does not return to the clerk in charge of the plate-printers' paper-room, but goes direct from the examining-room to the superintendent of separators, it being conveyed in boxes locked and strapped, the superintendent noting the time of reception. It is here separated by the "automatic separator;" afterwards counted and packed in boxes containing severally $1,000, $1,500, and $3,000, and delivered to the Treasurer in such sums as he can verify from day to day.

As the chief of this bureau is held responsible for the amounts said to be contained in the boxes delivered to the Treasurer, and in justice to himself has to hold his employés responsible, the committee think that he is justified in delivering to the Treasurer daily such sums only as can be verified by count on the same day.

It may be as well to state here that when the counting of the paper in the paper wareroom was in progress, it was deemed advisable to retain the custody of the keys of the paper-room until after the count and verification, and to permit a daily supply of paper therefrom, a record being kept of the same, until we commenced our count of the securities; an account was also kept of the paper delivered from the paper-mill to the clerk of the paper wareroom, and a record made thereof.

When the counting of the securities commenced on the 10th of August, the issue of paper for printing the securities was suspended, and the committee took possession of the rooms, vaults, and closets in which the securities were kept, and received and retained possession of the keys of the said rooms, vaults, and closets until the verification of the different securities with the daily reports made to the Secretary of the Treasury. and until directed by the Secretary in person, on the 14th of August, to deliver them to Mr. McCartee, the superintendent of the treasury building.

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So entirely was the printing and counting department of the bureau under the control of the committee, that they fixed the time and duration of the recess, and the hour at which those engaged in counting were allowed to quit work.

And that there might be no question of security while engaged in the count, additional watchmen were detailed for duty under Mr. McCartee's orders, both night and day, Mr. McCartee having been attached to the committee by special order of the Secretary.

We take occasion to mention, incidentally, that it was deemed advisable that a portion of gold notes, amounting to $4,080,000, which had been put in packages by a former committee, and sealed with the seal of the bureau, should be recounted and again placed in packages sealed with the seal belonging to the First Comptroller's office. These, with other gold notes and securities, were then placed in the principal vault, and the keys held as before stated. A memorandum of these notes is herewith, marked E.

In referring to the foregoing part of this report, we find there is something left to be inferred that may as well be definitely stated, although, for reasons heretofore given, you have a minute description of the investigation pursued in relation to the printing, &c., of the fractional currency only; we do not wish to be understood by any means that other securities were not subjected to the same ordeal. They were all examined step by step, the same forms being observed, and careful and exact orders and receipts given, as so many guards and checks against errors and fraud, until the completion and delivery thereof to the proper agent.

The order observed in relation to plates, rolls, and bed-pieces is as follows: The chief of division gives the order for certain plates—fractional currency, bonds, &c., to be made—to the superintendent of engraving or transferring. The custodian of bed-pieces, rolls, and dies then selects the proper rolls, with a blank steel plate, which are given to a transferer, who proceeds to do the work as directed. From the time the plates and rolls are given out, they are entered upon the proper record, which shows from day to day the progress of the work to its completion. As the rolls and plates are taken out for working they are charged to the workmen, and when returned in the evening are checked off from his account and placed in the vault where those valuables are kept. During office hours the workmen are under the inspection of a watchman, whose business is to see that no improper use is made of the roll, plates, &c., while in their charge.

After the plates are laid down or transferred they pass into the hands of the engravers for finishing, with the same checks as stated above. Being completed, a proof of the same is taken and filed in the scrap-books kept for that purpose.

The superintendent of the plate printing division, when he wants plates to fill the orders of printing which he receives from the chief of division, makes a requisition upon the custodian, stating the plate required, its class, &c.; the same is then charged to him upon the book of delivery and forwarded by a messenger, with a receipt for the same, which is signed on its delivery. After the proper complement is printed the plate is returned to the custodian and checked from the superintendent's account. It is then repaired or waxed, as the case may be, and placed away in the vault.

In conducting the operations of the bureau the discipline and order observed are remarkable, and if not perfect it is still difficult to know where to begin or what to improve. While there is no ostentatious display of authority, that authority is felt and the pressure tends, as that on the key of the arch, to hold the fabric together. There is no noise

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except that of the machinery, and no confusion or collision of duties. The directions are conveyed quietly from one to another by printed and written tickets, so that every transaction has its check and counter-check, and the checks or guards are so well arranged that safety appears to be the necessary consequence; and indeed under the present system it would seem almost impossible that collusion for fraud could be practiced, for the danger of exposure would be so great with the employment of so large a force, so many agents necessary to the success of such a scheme, that no sane man who had any reputation to lose would think for a moment of attempting it. But as complete as seem the operations at this day, the direction of a less skilful hand might bring loss and disaster.

The agents employed seem to understand their several duties and to carry them out with the facility which belongs only to proficiency.

In making a comparison of cost between the work done in the bureau and that which might be obtained from other sources, the cost of transportation must make a large item of difference, and this, particularly in the articles of machinery and engines, would be much enhanced were the work not done in the bureau, because when repairs of any kind were needed it would involve transportation both ways, besides in many instances delays caused by the preoccupation of the manufacturer or machinist, on account of other work claiming priority of attention, while now that the machinery, tools, and plates are made and repaired mainly, as we understand, in the bureau, little transportation is required, and no delay caused except so much as is necessary to do the work and arrange it for use, no other customer having to be first served.

In the manufacture of paper in the bureau we think great economy can be shown, and the matter is strongly illustrated by a statement herewith submitted, (marked A,) showing the comparative cost of manufactured and purchased paper. And it also seems that this bureau is enabled to purchase paper at a less price than some other branches of the Treasury Department; for while this bureau obtains paper weighing 22 pounds to the 1,000 sheets for $9 per thousand, the Comptroller of the Currency reports the *same kind* of paper, weighing 20¾ pounds to the 1,000 sheets, at $13 per thousand sheets. The statement above referred to makes the average daily product of paper manufactured in the bureau 30,000 sheets, at a cost per thousand of $2 54. These differences in cost would seem to be a matter of some moment where so much paper is used, and should receive the attention of the proper authority.

It must be borne in mind, however, in making this comparison of cost between purchased and manufactured paper, that a great part of the difference is due to the fact of the stock being already in hand, by the use of mutilated notes, fractional currency, &c., and scrap paper of the department, saving of transportation, and profits of manufacturers and agents. And it should also be borne in mind that the materials thus gathered and economized, if not thus appropriated, would be destroyed and entirely lost.

From testimony from various sources, some of it deemed *strictly confidential*, we are led to believe that the preference, both for *economy* and *safety*, should be given to that system now used in the bureau; and in fact such has been the information obtained, that it seems very apparent that no government security note, bond or stamp, should be made or executed beyond the immediate control of the Treasury Department, and subject at all times to the supervision of the Secretary.

Under the head of economy and efficiency, we would beg leave to refer to a machine used in the bureau for cutting and separating notes, and

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called the "Automatic Separator," invented, we believe, by Mr. Clark, by which the labor of eight to ten hands is saved by each machine, while a much greater accuracy is secured in the work.

As belonging to this branch of the inquiry, we transmit the report of Mr. W. T. Duvall, a machinist who made an examination of the engines and machinery at our request, (marked B.)

During our examination one of the engravers was engaged in renewing a plate, and he stated, as we understood, that this renewing, outside, would cost $300, while he could do it in a day. Being in some doubt in relation to this assertion, the same individual has again been referred to, who repeats the remark in the presence of the superintendent of engravers, and he refers to page 330, report 140, 38th Congress, 1st session, where the charge is, for retouching after 30,000 impressions, $297 50.

Mr. Gray, one of the superintendents, testified that, in the whole time of his connection with the bureau of upwards of five years, not one bond had been lost in that division, and but one compound interest note of a small amount; the loss of which was assessed on and paid by the division.

As some complaints have arisen in relation to frauds practiced upon the internal revenue by the removal of stamps from beer casks, it would seem advisable that this should be prevented, if possible; and it may probably be effected by changing the mode of operation. Suppose, instead of selling the beer stamps to parties needing them, it should be made the duty of an officer of the internal revenue service to affix the required stamp, and also to cancel it, by an instrument prepared for that purpose, which will so mutilate the stamp that it cannot be removed and replaced. Three designs for punches to effect this cancelling are herewith, marked 1, 2, and 3. The two first were designed before the third was suggested, which, being the most simple and least costly, may answer the purpose best.

Statements for comparison of the cost of such chemicals as are used in the bureau are also herewith, marked C.

Also statement of amount of expenditure in the District of Columbia, and number of female employés in the bureau, marked D.

Prejudice and ignorance may no doubt produce many charges against the system and its author, and there may not be as much originality as may be supposed by others; but that Mr. Clark has originated much valuable method, and profitably applied and improved that originated by others, is unquestionable; and very few unprejudiced minds can view the working of this bureau without awarding to the superintendent credit for genius, method, and energetic management.

In the prosecution of our labors of inspection we have received from Mr. Clark and his assistants every facility for carrying out our instructions; and from all the observations we have been enabled to make, after a pretty thorough examination, it would seem that as long as the necessity for such an institution exists, no better *present* method can be used for carrying it out, though no doubt the same head that devised and the same hands that have carried on this so far successful experiment may yet make further advances.

Respectfully submitted.

R. CRUIKSHANK.
R. E. PRESTON.
C. C. GRAHAM.

Hon. R. W. TAYLER, *First Comptroller.*
Hon. T. L. SMITH, *First Auditor.*
Hon. N. L. JEFFRIES, *Register.*

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APPENDIX.

Original tables of the amount of fractional currency, national bank notes, gold notes, and other government securities on hand August 10, 1868, together with condensed tables of the same, are herewith, by which it will be seen that the amount of the several kinds of securities equals the sum of $799,044,120, the sum agreeing with the amount which should be on hand.

No. 1. Gold notes.
2. National currency.
3. United States bonds for California railroad.
4. $5\frac{20}{100}$ registered bonds, act March 3, 1865.
5. $5\frac{20}{100}$ coupon bonds, act March 3, 1865; date, July 1, 1867.
6. $5\frac{20}{100}$ coupon bonds, act March 3, 1865; date, July 1, 1868.
7. Fractional currency.
8. Beer stamps.
9. Cigar Stamps.
10. Account of blank paper.
11. Consolidated report of special clerk of Treasury Department.
12. Record of dies, plates, rolls, &c., belonging to the bureau, with correspondence accounting for pieces recorded but not found.

Statement of the condition of United States currency and securities in the Engraving and Printing Bureau on the 10th day of August, 1868.

GOLD CERTIFICATES OF DEPOSIT, ACT MARCH 3, 1863.

Denomination.	No.	Amount.	Denomination.	No.	Amount.
20s	70416	$1,408,320	1,000s	76296	$76,296,000
50s	.....	.....	5,000s	42496	212,480,000
100s	33388	3,338,800	10,000s	20500	205,000,000
500s	67048	33,524,000			
			Total.....		532,047,120

UNITED STATES BONDS FOR CALIFORNIA RAILROAD.

No.	Denomination.	Condition.	Amount.
1500	5,000	In hands of plate printer	$7,500,000
1512	10,000	.....do.....do.....	15,120,000
16720	1,000	In counting division	16,720,000
829	5,000	.....do	4,145,000
223	10,000	.....do	2,230,000
500	1,000	Finished	500,000
		Total.....	46,215,000

NATIONAL CURRENCY.

Denomination.	No.	Amount.
1s	19,320	$19,320
2s	6,440	12,880
5s	.....	.....
10s	2,330	23,300
20s	510	10,200
50s	.....	.....
100s	.....	.....
500s	.....	.....
1,000s	.....	.....
Total.....		65,700

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5-20 REGISTERED BONDS, ACT MARCH 3, 1865, DATED JULY 1, 1867.

No.	Denomination.	Condition.	Amount.
2000	$1,000	In hands of numberers	$200,000
1000	1,000	do do	1,000,000
1000	5,000	do do	5,000,000
2000	10,000	In hands of plate printer	20,000,000
3850	100	do do	385,000
9300	500	do do	4,650,000
8050	1,000	do do	8,050,000
8450	5,000	do do	42,250,000
7375	10,000	do do	73,750,000
1000	100	Finished	100,000
1000	500	do	500,000
		Total	155,885,000

5-20 COUPON BONDS, ACT MARCH 3, 1865, DATED JULY 1, 1869.

No.	Denomination.	Condition.	Amount.
11000	$1,000	Unfinished	$11,000,000
13000	50	do	650,000
42000	100	do	4,200,000
16000	500	do	8,000,000
14000	1,000	do	14,000,000
477	50	do	23,850
2244	100	do	224,400
1039	500	do	519,500
4013	1,000	do	4,013,000
2000	50	do	100,000
1000	1,000	do	1,000,000
		Total	43,730,750

5-20 COUPON BONDS, ACT MARCH 3, 1865, DATED JULY 1, 1867.

No.	Denomination.	Condition.	Amount.
3000	$50	In hand of numberers	$150,000
1000	1,000	In hand of plate printers	1,000,000
1559	50	do do	77,950
712	500	In hand of counting division	356,000
413	1,000	do do	413,000
2000	50	do do	100,000
2500	500	do do	1,250,000
15500	1,000	do do	15,500,000
		Total	18,846,950

FRACTIONAL CURRENCY.

Finished and ready to deliver when separated	$812,200
Unfinished	1,441,400
Total	2,253,600

RECAPITULATION.

Government securities and issues.	Amount.
Gold notes, act March 3, 1860	$532,047,120
United States bonds for California railroad	46,215,000
National currency	65,700
5-20 registered bonds, act March 3, 1865	155,885,000
5-20 coupon bonds, act March 3, 1865, dated July 1, 1868	43,730,750
5-20 coupon bonds, act March 3, 1865, dated July 1, 1867	18,846,950
Fractional currency	2,253,600
Total	799,044,120

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Beer stamps.

SHEETS.

Hhds.	Barrels.	½ barrels.	¼ barrels.	⅛ barrels.	1-6 barrels.	⅛ barrels.	Total.
180,000	220,000	.....	140,000	787,440	1,163,000	1,142,000	3,[illegible]

Cigar stamps.

No. of cigars in box.	Domestic.		Total.
	100	50	
	100,000	30,000	130,000

Blank paper in paper room, August 10, 1868.

Size.	No. of sheets.	Kind.	Size.	No. of sheets.	Kind.
14 × 17	57,352		14 × 6½	2,000	
14 × 20	95,251		14 × 18⅝	96	
16½ × 23	20,016		13 × 17½	19½	
16½ × 25	75,304 5-6		4 × 15	12,000	
15½ × 20½	378,040		6½ × 18	12,000	
15 × 25	393,140		4 × 17	57,343	
14 × 17	366,900	Treasury made.	4 × 14	1,050	
15 × 24½	582	Do.	8 × 14	600	
15 × 18	56,000	Do.	8½ × 15½	1,000	
17 × 27	691½	Do.	13 × 14	266	
14 × 17	279,125½	Buff.	7 × 17	1,000	
14 × 18	1,000		6 × 16	2,000	
14 × 17	19,000		7 5-16 × 15	1,000	
8 × 18	11,350		14 × 20	1,000	Spider leg.
14 × 17	78,000	Broken, Treas'y made.	5½ × 20	23,000	
14 × 17	19,163	Condemned.	18 × 23	193½	
14 × 20	90,300	Treasury made.	15 × 24½	407	
9½ × 14	285,950		5½ × 13	1,000	
1 roll.	1 roll.		14 × 17	135	
	18				

Reams letter paper	247½	Reams double cap	90
Reams blue cap	39½	Reams double 17 × 27	14
Reams flat cap	60		

Statement of the condition of the United States currency and securities in the engraving and printing bureau to August 10, 1868.

Amount printed by the bureau		$6,589,957,157 30
Amount printed in New York and delivered to the bureau		685,766,833 00
		7,274,723,990 30
Amount delivered to the proper officers of the Treasury Department		6,475,679,870 30
On hand		799,044,120 00
Consisting of—National currency		$65,700 00
Fractional currency		2,253,800 00
Gold notes payable at New York		532,047,120 00
United States bonds for California railroad		46,215,000 00
5-20 coupon bonds, dated July 1, 1867		18,946,950 00
5-20 coupon bonds, dated July 1, 1868		43,730,750 00
5-20 registered bonds, dated July 1, 1867		155,985,000 00
Total		799,044,120 00

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Record of dies.

FRACTIONAL CURRENCY.

No. 1. Skeleton, obverse, fractional currency.
2. Skeleton, reverse, fractional currency.
3. Head of Washington, by Ourdan.
4. Head of Washington, by Ourdan, more highly finished.
5. 5 cent, obverse, fractional currency.
6. 5 cent, reverse, fractional currency.
7. 10-cent, obverse, fractional currency.
8. 10-cent, reverse, fractional currency.
9. 25-cent, obverse, fractional currency.
10. 25-cent, reverse, fractional currency.
11. 50-cent, obverse, fractional currency.
12. 50-cent, reverse, fractional currency.

ONE HUNDRED DOLLAR BONDS, THIRD SERIES.

No. 15. Two tablets, with legends.
16. Register's office, &c., May. Treasury Department, Nov. No.
17. One hundred dollars.
18. The United States of, are indebted unto.
19. Kaleidograph border, with matched corner.
20. Coupon $3.
21. Vignette, Justice.
22. Vignette, Liberty.
23. Vignette, America offering up her jewels.
24. Original lathe-work of $100, counter white line.
25. Matched lathe-work of $100, counter white line.
26. Original lathe-work, corner white line.
27. Original lathe-work, counter 3d white line.
28. Matched counter, with denominations finished.
29. Border kaleidograph.
99. Fourth series, black face letter, straight line.

FIFTY DOLLAR BONDS, FIVE-TWENTIES, THIRD SERIES.

No. 34a. It is hereby certified that
34b. The United States of America
34c. Are indebted unto.
35. "Fifty dollars."
36. Kaleidograph border, with matched corner.
37. Kaleidograph border, with matched corner.
38. Kaleidograph counter "50." Lathe-work counter 3d.
38a. Lathe-work corner piece to match border.
39. Kaleidograph counter "50," with lettering. Third series and "Treasury Department."
40. Vignette, "Eagle."
41. Vignette, America and Peace.
42. Vignette, Reclining Indian.
43. "Treasury Department," Register's office. "Register of the Treasury," No., &c.
44. Coupon $1 50.
29 Kaleidograph border.
15a. Tablets, with legend, (not used, No. 15 used instead.)
89. Coupon $1 50, 4th series.

FIVE HUNDRED DOLLAR BONDS, FIVE-TWENTIES.

No. 46. United States of America, (not used.)
46a. United States of America.
47. Five hundred dollars.
48. Lathe-work counter "No."
49. Lathe-work counter "3d" and "third series."
50. Lathe-work counter "D."
50b. Lathe-work counter "D."*
50b. Lathe-work counter "D."*
50c. Lathe-work counter "D."†
50c. Lathe-work counter "D."†
51. Lathe-work counter "Five hundred."
52. Lathe-work counter "500." (No bed-piece furnished.)
53. Vignette, Head of President A. Lincoln.
54. Vignette, Head of General Scott.
55. Vignette, Eagle.
56. Coupon $15.
58. Original bed-piece of the border of bond.
51b. Original bed-piece of counter "five hund'd."
52a. Original bed-piece of counter "500."
57. Original bed-piece of coupon border, also used on $1,000 B.
57a. Original bed-piece of coupon border, also used on $1,000 B.
50a. Original bed-piece of counter "D "
49a. Original bed-piece of counter "3d series."
92. Ruled counter "4th series" and "4th" over the face of the same.

* With lettering, six per cent. loan, under act of February 25, 1862.
† With lettering, redeemable after five and payable twenty years from date.

ONE THOUSAND DOLLAR BONDS, FIVE-TWENTIES, THIRD SERIES.

No. 45. It is hereby certified that.
59. United States of America, in tablet, with scroll-work.
59a. United States of America, in tablet, with scroll-work, with lettering, six per cent. loan, under act of February 25, 1862; redeemable after 5 and payable 20 years from date.
60. One thousand dollars.
61. Lathe-work counter, "No.," and lettering, "third series."
62. Scroll-work belonging to border.
50a. Lathe-work "one thousand" counter.
50d. Lathe-work "M" counter, and two corners on extra pieces.
55a. Vignette, "Farmer mowing."
63. Vignette, "Girl at the well."
64. Vignette, Eagle with flag, (not used on bonds.)
64a. Vignette, Eagle with flag, (worked up to more color and used with lettering "are indebted unto.")
67. Coupon $30.
67a. Coupon $30.
65. Original bed-piece of the border of bond.
66. Original bed-piece of strip parallel with border
50e. Original bed-piece of counter "one thous'd."
50f. Original bed-piece of counter "M."
50g. Original bed-piece of corner counter.

Bed-pieces engraved for the fourth series.

83. United States of America, ruled face letter.
84. Lathe-work 1,000, back of bond.
86. Ruled oval counter, "fourth series," "4th" and "4th."
87. Cycloidal counter $30; reverse of coupon.
78. Cycloidal counter M or 1,000, with lettering six per cent. loan, under act of February 25, 1863; also, "redeemable after five and payable seventy years from date."
91. "One thousand dollars," and writing of the body of the bond. (Cancelled.)
93. It is hereby certified that the Treasury Department, Register's office, are indebted unto, No.
100. Coupon $30, obverse.

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MISCELLANEOUS.

1, 77. Scroll-work corner piece. Engraved by C. Also, section of counter. [Martin.]
2, 79. It is hereby certified that Treasury of the United—
3, 84. States; Register of the Treasury; and 1,000, (cycloid.)
4, 75. Corner piece figure 2, and word "two," lettering; receivable for all.
5, 73. United States stamp. Engraved and printed at the Treasury.
6, 74, 76. Department, and corner ornaments, scroll work, flags, &c.
7, 80. Are indebted unto. [Martin.]
8, 81. One thousand dollars; Washington; No., and ruled counter 1,000. [Martin.]
9, 82. If the order blank is not filled, this: United States Treasury. [Martin.]
10, 85. Alphabet, or check letters M. S. M.
11, 88. Counters: 50 dollars, 100 dollars, 500 dollars, with lettering.
11. Treasury Department; National Currency Bureau, and—
11. Official business.
12. Border strips of lathe work, (cycloid.)
13. United States Treasury seal, (small.)
14. United States Treasury seal, (medium.)
15. Signature of Spinner, F. E. Chittenden, L. E. Martin.
16. Fifty dollars, (a small black-face letter.) [Martin.]
17. Counters: 100 dollars, and 50 dollars.
18. Draft, and $——.
19. United States of America, (fancy letter, black face.) [Holmes.]
20. Interest 5 per cent.
21. 1st Feb'y, 1864.
22. It is hereby certified that. [Martin.]
23. Phillibrown head of Washington.
24. Five per cent. loan, under act of March 3rd, 1863. [Martin.] Redeemable after ten and payable forty years from date.
25. United States Treasury seal, (large.)
26. Kaleidograph counter 1,000.
27. $25 kaleidograph coupon, belonging to the $1,000 10 40. [Martin.]
28. $5 kaleidograph coupon, belonging to the $100 10-40. [Knight.]
29. Five thousand dollars; certificate of indebtedness; one.
30. $12 50-100 coupon, belonging to the $500 10-40.
31. $12 50-100 coupon, belonging to the $500 10-40.
32. Lathe work, oblong counter, made up from Baldwin stock.
33. Oval lathe counter and border, from Baldwin stock.
34. Section of border from Baldwin stock.
35. Lathe strip, made up from Baldwin stock.
36. Lathe strip, made up double from Baldwin stock.
37. Fourth series, 4th.
38. Lathe-strip border, Baldwin stock.
39. Lathe-strip border, (double; used as $5,000 on gold note.)
40. Lathe-strip border, and section from $5,000 on gold note.
41. Lathe-strip section from $5,000 on gold note.
42. Lathe-strip section, (strip border,) from $5,000 on gold note.
43. Lathe counter, (large.)
44. Lathe section of counter.
45. Lathe section of counter.
46. Lathe section of counter.
47. Counter 1,000; miscellaneous lettering, &c.
48. Treasury warrant No.; in favor of —, on —, $; pay to —, or order, on Treasury warrant No.; 186–; pay to —, or order; issued on; requisition No.; registered; 186–. [Martin.]
49. Lathe border strip, from the Baldwin and National stock.
50. Lathe work; small oblong counter from Baldwin stock.
51. Lathe work; small oblong counter from Baldwin.
52. Lathe work; miscellaneous, from Baldwin, American, and National.
53. Three years after date; compounded semi-annually. [Martin.]
54. Three years; three years after date.
55. Assistant Treasurer of the U. S. [Holmes.]
56. Collector's office, New York, 186–; pay to the order of —, in coin; Auditor. [Martin.]
57. Will pay the bearer fifty dollars, with interest at the rate of six per cent. per annum. [Holmes.]
58. Three years, with interest at the rate of six per cent. per annum, compounded semi-annually.
59. Lathe-work border, made up from Baldwin stock.
60. Lathe-work border, made up from National stock.
61. Lathe-work counter, made up from American stock.
62. Reverse of three-years' interest note, with legend.
63. Section of lathe, from Baldwin stock.
64. Reverse of three-years' $50 interest note, with legend, taken from the American $50 one-year stocks.
65. Treasury Department, New York.
66. Reverse skeleton of three-year note, taken from the one-year's stock. [Holmes.]
67. Lathe-work border, taken from American stock.
68. Lathe-strips border, taken from Baldwin stock.
69. Six months' interest, due July 1st, 1861, payable with this bond; entered; recorded; Washington. [Martin.]
70. Register's office, Treasury Department. [Holmes.]
71. Lettering for 10-40 bond. [Martin.]
72. Cycloid tint for $1,000 6s, 1861, coupon 30.
73. Coupon for $15, 6s, 1881 bonds.
74. Coupon for $30, 6s, 1881 bonds. [Knight.]
75. Cycloid tint for $500 6s, 1881, coupon 15. [Holmes.]
76. Cycloid fancy-faced letter: Fifty. [Holmes.]
77. Cycloid fancy-faced letter: Fig's 500. [Holmes.]
78. Coupon tint cycloid, with lettering: Act of March 3rd, 1863.
79. Section of lathe work, taken from shell, by American.
80. 100, (cycloid, ruled face.)
81. It is hereby certified that, (plain white-face letter.) [Holmes.]
82. Three years after date, with interest at the rate of 5 per cent., &c.
83. Lathe work mitre for $30, reverse, three-year note.
84. 5 coupons attached, last six months' interest, payable with note. [Martin.]
85. Act of June 30, 1864. [Knight.]
86. Lathe work, narrow border.
87. Lathe work, narrow border.
88. Act of June 30, 1864; interest 1 cent per day, 2 cents per day, &c.
89. $500 of reverse, with legend for 7-30.
90. $20 of reverse for the $20 three-year interest notes.
91. Double lathe counter, 1,000 plain, made up from A. M. stock.
92. Lathe section of circle, 1,000 plain, made up from A. M. stock.
93. Reverse of the $50 7-30 with legend from A. M. stock.
94. Lathe and cycloid work, with lettering, "pay to bearer."
95. $100 reverse 7-30, with legend taken from National stock.
96. Compound semi-annually.
97. Coupon for 7-30, $500, $18 25; coupon for 7-30, $100, $3 65.
98. Coupon for 7-30, $1,000, $36 50; coupon for 7-30 $50, $1 82½.
99. At maturity, &c., in a small lathe border for reverse, $1,000, 7-30.
100. Three years after date, (black face letter.)
101. Semi-annually in lawful money—payable interest.
102. S. B. Colby, signature.
103. Act of July 17 and August 5, 1861; lathe border mitred.
104. $5,000 coupon for 7-30.
105. The United States of America, (black face.)
106. Treasury Department.
107. The United States of America, (ruled face.)
108. The United States of America, (black face.)
109. Act of June 30, 1864, (in tablet.)
110. Six per cent. loan under act of June 30, 1864, (in tablet.)

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MISCELLANEOUS.

111. United States of America.
112. It is hereby certified, &c., &c., &c.
113. Promise to pay to the order, with 7 3-10 per cent. in lawful money semi annually, August 15, 1864, February 15 and August 15.
114. Six per cent. loan, under act of June 30, 1864.
115. United States of America, (ornamented with stars.)
116. Six months' interest due November 1, 1864, payable with the bond No. 6000.
117. Washington, August 15, 1864, promise to pay —— dollars to the order of, 7 3-10 per cent. interest, payable semi-annually in lawful money.
118. United States of America, (black face.)
119. Fifty dollars.
120. Portrait of Secretary Fessenden.
121. Promise to pay to the bearer, &c., &c.
122. Treasury Department, (ornament with scroll.)
123. Six months' interest, $1 50; six months' interest, $3; six months' interest, $15; six months' interest, $30; six months' interest, $150; six months' interest, $300.
124. Ten thousand dollars, five thousand dollars, one thousand dollars, five hundred dollars, and one hundred dollars.
125. Sections of lathe-work for borders.
126. Sections of lathe-work for borders.
127. Counter 25, and section of lathe border.
128. One thousand dollars, (German text.)
129. Lathe-work border, (mitred.)
130. Lathe-work counter and section, made from A. M. stock.
131. Lathe-work border section, made from Baldwin stock.
132. Scroll-work ornaments.
133. Lathe-work borders.
134. Fifty dollars repeated, and numbers repeated, and $ —— and X.
135. Lathe counter with denomination 3.
136. Lathe-work border.
137. Lathe-work border.
138. Act of March 3, 1865, (in tablet.)
139. Act of March 3, 1865, (plain roman.)
140. December 15 and June 15, (stamp letter.)
141. Section of lathe-work, from American.
142. Engraved and printed at the Treasury Department.
143. December 15 and June 15.
144. Lathe-work border.
145. Lathe-work border.
146. Corner ornament small, and lathe-work border, 2, B. p.
147. Number and dollars, (plain and fancy letters.)
148. Fourth series.
149. United States of America, (ruled face.)
150. Lathe-work border for dollars and tablet.
151. Lathe-work for number.
152. Jan. 15 and July 15—dates of 7-30 coupons.
153. October 15, 1865, repeated, (script.)
154. Scroll ornaments—corner pieces.
155. Executive office, Washington.
156, Engraved and printed at the Treasury Department.
157. United States of America, Washington, Washington.
158. Treasury Department, award check.
159. Plated strips for modelling.
160. This note is a legal tender for fifty dollars, (in tablet.)
161. Lathe-work and scroll, reverse of coupons.
162. 1,000 cycloid ruled face.
163. Lathe-work, (mitred border.)
164. Act of March 3, 1864, (in tablet,) repeated.
165. 1,000 cycloid ruled face.
166. Act of March 3, 1865, (in tablet.)
167. Legend of the $10, 3-year interest note, (in script.)
168. Vignette—introduction of the Old World to the New.
169. Lathe-work counter, sections from A. M. stock.
170. Coupon 5-20, 06; act of March 3, 1864, for $1,000.
171. Coupon 5-20, 06; act of March 3, 1865, for $1,000.
172. Reverse of $1,000 gold note, (whole back.)
173. Coupon tint for $100, 5-20 bond, act of March 3, 1865.
174. Reverse of $100 gold note, (whole back.)
175. Lathe-work counter, (round.)
176. Lathe-work counter, (oblong.)
177. Script for gold notes.
178. 1,000 cycloid ruled face.
179. In gold, the assistant treasurer of the U. S. in New York.
180. Vignette—eagle and shield.
181. Five, (ornamental letters.)
182. It is hereby certified that—(white face, roman.
183. Lathe counter, 5,000.
184. Medallion ruling of twenty-dollar coin.
185. Payable in Assistant Treasurer of the United States, (in script.)
186. Legend for $5 national currency note.
187. Ornamental border for national currency note, Register's Office, Treas. Dep. supplementary.
188. $100 coupon, act of March 3, 1865, for 5-20 coupon bond, supplementary.
189. $500 coupon, act of March 3, 1865, for 5-20 coupon bonds, supplementary.
190. Dates, June 15, 1865.
191. Five thousand dollars. It is hereby certified that, &c.
192. Oval counter $1,000, finished.
193. $20 cycloid tint for $20 gold note.
194. $1,000 cycloid tint for $100 gold note.
195. Script for gold notes.
196. Head, taken from — by —. Wealth offering up her jewels, continental.
197. Lathe-work, counter, oval. [Department.]
198. Lathe-work, counter, oval. [Department.]
199. $20 Re-gold note.
200. Script for gold notes.
201. Small counter lathe-work.
202. Counter 100, lathe-work.
203. Counter, plain, lathe-work, and section of border.
204. Legend First National Bank, Hartford.
205. Script for 5-20s, supplementary registered bonds.
206. Square lettering, commercial city, for subtreasury gold notes.
207. Section of lathe-work. [From Baldwin.]
208. Section of lathe-work. [From American.]
209. Section of lathe-work and section of large counter.
210. Section of border, X, United States of America.
211. Section of lathe-work. [From America.]
212. One five hundred dollars, (fancy letter.)
213. Section of lathe-work, taken from $10 re-ints. note. [American.]
214. Section of lathe-work and counter, re-ints. note. [American]
215. Section of lathe-work, also border. [American.]
216. Section of lathe-work border. [Baldwin.]
217. Large lathe-work counter. [Baldwin.]
218. One five and ten thousand, (black-face letter.)
219. Large lathe-work counter.
220. Small lathe-work counter, &c.
221. Lathe-work borders.
222. Lathe-work counter, 10,000.
223. Section 10,000, border on X, and border.
224. Lathe counter, plain.
225. Signature of H. H. Vandyck.
226. Signature of H. H. Vandyck.
227. Lathe-work counter, "plain."
228. One thousand dollars. Five hundred dollars.
229. Ten thousand dollars.
230. One hundred dollars. Five hundred dollars.
231. Lathe-work counter.
232. Fourth series, "4th" in a ruled counter.
233. Lathe-work border, made up from American stock.
234. Lathe-work border, mitred, "In God is our trust."
235. Lathe-work border, mitred, for coupons.
236. 1,000 numeral cycloid.
237. Head of President Johnson, with legend of $1,000 coupon funding bond.
238. Border tint for coupon funding bond.
239. Lathe-work, square counter, coupon reissue.
240. 500 cycloid ruled face.
241. Large combination counter.
242. Combination end-piece for border.
243. 10,000 cycloid, ruled face.
244. Scroll-work circular ornaments.
245. Oblong counter, lathe-work.
246. It is hereby certified that, &c.
247. Head of General Grant, with legend of the $500 coupon treasury bond.

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248. Fifteen dollars. Coupon reissue, for funding bond.
249. Fifty cycloid ruled face.
250. Are indebted unto the bearer in the sum of.
251. 100 cycloid ruled face.
252. Lathe counter 10,000.
253. Thirty dollars coupon. Re for funding bond.
254. United States of America.
255. 10,000 counter.
256. New York, New York.
257. $1,000 counter.
258. It is hereby certified that.
259. Treasury of the United States.
260. Small lathe counter, plain.
261. Head of Register of the Treasury, S. B. Colby, and legend of $50 treasury bond coupon.
262. Register's office and Treasury Department.
263. Small lathe counter, plain.
264. United States of America.
265. Lathe counter, 100 and 500.
266. Serpentine lathe border.
267. Lathe-work counter, United States.
268. Imprint, eng., and printed at the Treasury Department.
269. It is hereby certified that.
270. $3-100 coupon reverse F. bond.
271. Ten thousand dollars. Five thousand dollars.
272. $1 50-100 coupon reverse F. bond.
273. Lathe-work, border circle, &c.
274. Counter oblong, and for coupon re-can.
275. Lathe-work. border combinations.
276. Head of McCulloch, Secretary of the Treasury, and legend of $100 F. B. coupon.
277. Fifty dollars and one hundred dollars.
278. Section of lathe counter.
279. Section of lathe counter.
280. Section of lathe counter.
281. It is hereby certified that, and check letters.
282. Vignette, soldier, (drawn by Darley.)
283. Vignette, Treasury building.
284. United States of America.
285. Lathe-work, combination counter.
286. Washington, Treasurer of the United States.
287. Border, etched for head of Lincoln.
288. Autograph of A. Lincoln.
289. Lathe-work counter.
290. Lathe-work counter.
291. Head of General Sherman, for coupon funding bonds.
292. Lathe-work counter, plain.
293. Lathe-work counter, plain.
294. Vignette, sailor, (drawn by Darley.)
295. 1000 cycloid, ruled face.
296. Border tint coupon for funding bonds, "with act."
297. Sections of lathe-work.
298. Sections of lathe-work.
299. Lettering for funding bond coupon, principal and interest payable in coin.
300. Counter lathe-work.
301. Lettering for funding bond.
302. Lettering for funding bond.
303. Lathe counter, "500."
304. Lathe counter, "1000."
305. Lathe counter, "5000."
306. Lathe counter, combination.
307. Lathe counter, combination.
308. The.
309. Signature of S. P. Chase.
310. It is hereby certified that, &c.. &c.
311. "1090," numeral, plain ruled face.
312. Coupon reissue $25.
313. Coupon reissue $12 50-100.
314. Lathe-work border.
315. Lathe-work border.
316. Coupon 2 50-100, for bond, $50 10-40s.
317. Lathe-work border.
318. Lathe-work border and mitred.
319. Lathe-work counter, (small.)
320. Coupon O. C., Johnson, $25.
321. Lathe-work counter, (small.)
322. Lathe-work counter, (small.)
323. Serpentine border, mitred.
324. Coupon O. C., General Grant, $12 50-100.
325. Consolidated debt.
326. Six small counters.
327. Coupon tint.
328. Lathe counter, 50.
329. Lathe counter, 100.
330. Lathe counter, 500.
331. Section of lathe-work.
332. Section of lathe-work.
333. Section of lathe-work.
334. Section of lathe-work.
335. Section of lathe-work.
336. Section of lathe-work.
337. Section of lathe-work.
338. Section of lathe-work.
339. Section of lathe-work.
340. It is hereby certified that, &c.
341. Coupon Re, two dollars and fifty cents.
342. Coupon Re, $1 25-100.
343. Twenty thousand dollars; fifty thousand dollars.
344. Scroll ornamented piece.
345. Serpentine border, mitred.
346. Section of lathe-work counter.
347. Section of lathe-work counter.
348. Section of lathe-work counter.
349. Section of lathe-work counter.
350. Section of lathe-work counter.
351. Lathe-work border.
352. Office of the Solicitor of the Treasury.
353. Lathe-work counter.
354. Lathe-work counter border.
355. Lathe-work counter border.
356. Lathe-work counter.
357. Lathe-work border.
358. Coupon Re, (plain.)
359. Lathe-work border.
360. Lathe-work border.
361. Lathe-work border.
362. United States of America.
363. Lathe-work border.
364. Lathe-work border.
365. Lathe-work counter.
366. Lathe-work counter.
367. Lathe-work counter.
368. Lathe-work counter.
369. Lathe-work counter.
370. Lathe-work counter.
371. Lathe-work counter.
372. Treasury of the United States.
373. Lathe-work counter.
374. Lathe-work counter, 100.
375. Lathe-work counter, 500.
376. Lathe-work counter, 50.
377. Lathe-work counter, 100 & C.
378. Lathe-work counter, 500 & D.
379. Lathe-work counter, 1000 & M.
380. Lathe-work section.
381. Lathe-work section.
382. Lathe-work section.
383. Lathe-work section.
384. Combination counter.
385. Combination counter.
386. Treasury Department and Register's Office.
387. Lathe-work border, mitred.
388. Section of lathe-work.
389. Section of lathe-work.
390. Section of lathe-work.
391. United States of America.
392. Lathe-work counter.
393. Lathe-work counter.
394. Lathe-work counter.
395. Lathe-work counter.
396. Coupon O. C., $50—5.20, act March 3, 1865.
397. Lathe-work border.
398. Lathe-work border.
399. "Fifty," cycloid face.
400. $30-photograph, for coupon Re.
401. Lathe-work section of circle.
402. Lathe-work section of counter, &c.
403. Lathe-work border, mitred.
404. Lathe-work border, mitred.
405. Lathe-work border, mitred.
406. Lathe-work border, mitred, half section of scale
407. Lathe-work border, mitred.
408. Lathe-work border, mitred.
409. Lathe-work counter, lathe-work.
409. Lathe-work counter, lathe-work.
410. Lathe-work counter.
411. Lathe-work counter.
412. United States.
413. 500 cycloid.

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414. Section of counter, double.
415. Lathe-work counter, double.
416. Lathe-work section.
417. Lathe-work border, mitred, double.
418. One hundred dollars.
419. Section of circle lathe-work, four pieces.
420. Lathe-work counter.
421. Lathe-work border.
422. Lathe-work border.
423. Lathe-work border.
424. United States, &c.
425. Lathe-work counter.
426. Lathe-work counter.
427. Lathe-work counter.
428. Lathe-work counter.
429. Lathe-work counter.
430. Script for regulating consols, act March 3, 1865.
431. Script for regulating consols, act March 3, 1865.
432. End piece lathe-work, and treasury seal.
433. One thousand dollars; one hundred dollars.
434. Vignette, the pioneer.
435. Vignette, launching through the surf.
436. Lathe-work counter.
437. Lathe-work counter.
438. Five thousand dollars; ten thousand dollars.
439. "100," cycloid.
440. "50," cycloid.
441. Coupon tint, cycloid, act March 3, 1863.
442. Vignette, seeding and ginning.
443. Lathe-work counter.
444. Lathe-work sections, five pieces.
445. One hundred dollars; one thousand dollars.
446. Lathe-work section of border.
447. Lathe-work counter, M and section.
448. Lathe-work counter, 50.
449. Lathe-work counter, plain.
450. "The," "The."
451. Vignette, Patent Office building.
452. Combination back of lathe-work, $500, reissue.
453. Combination back for coupon.
454. Combination back for coupon.
455. Combination counter.
456. 10,000 counter, lathe-work.
457. Vignette, Columbus's discovery of land.
458. 1st July; 1st January.
459. Vignette, sowing.
460. 100, &c., numerals and cycloid.
461. Lathe-work border.
461. Lathe-work border.
462. Combination counter, lathe-work, and scroll.
463. Lathe-work border.
464. Five thousand dollars; ten thousand dollars.
465. 100 and C, numerals cycloid.
466. Lathe counter, 50.
467. Lathe counter, 100.
468. Combination counter, plain lathe-work.
See bed piece, No. 220, sections of lathe-work.
See bed piece in revenue, hydrometer stamp in revenue.
469. "10,000," "X," lathe-work counter.
470. Five hundred dollars; Fifty thousand–One–Ten.
471. "Ten," ornamental letter.
472. Lathe-work border.
473. Lathe-work border.
474. Small border of lathe-work, mitred.
475. Lathe-work border, mitred.
476. Lathe-work border, mitred.
477. Sections of lathe-work, double.
478. Sections of lathe-work, double, (three pieces.)
479. Sections of lathe-work, double.
480. Curved scroll work, 25.
481. Register's Office, Treasury Department, repeated.
482. Lathe-work border.
483. Combination counter, 500.
484. Combination counter, lathe-work, (plain.)
485. Combination counter, lathe-work, (plain.)
486. Combination counter, lathe-work, (plain.)
487. Lathe-work counter, plain.
488. Lathe-work counter, M.
489. Lathe-work border, mitred.
490. Lathe-work counter, fifty.
491. Lathe-work counter, 100.
492. Lathe-work counter, 50.
493. Lathe-work counter, 100.
494. Vignette, large head of Secretary McCulloch.
495. Landing of Columbus, (small.)
496. Landing of Columbus, (large.)
497. De Soto.
498. Vignette, eagle.
499. Counters plain, and lathe-work sections.
500. Lathe-work sections.
501. Lathe-work counter, C.
502. Lathe-work counter, D.
503. United States of America.
504. One hundred dollars; five hundred dollars.
505. Lathe-work border.
506. Lathe-work border.
507. One thousand dollars; five thousand dollars.
508. Lathe-work counter, (plain.)
509. Lettering, Washington repeated.
510. One hundred dollars; five hundred dollars.
511. Lathe-work borders.
512. Small check letters.
513. Lathe-work counter, (plain.)
514. Lathe-work border.
515. One thousand dollars and ten thousand dollars.
516. Lathe-work borders.
517. Lathe-work sections of borders.
518. Lathe-work counter, one thousand, M.
519. Assistant Treasurer of the United States in New York.
520. Pay to order, Washington, D. C., in tablet.
521. Lathe-work border.
522. Counter combination.
523. Denomination titles.
524. Counter combination.
525. Small counter, (oval.)
526. Small counter, (oval.)
527. Small counter, (oval.)
528. Head of Hamilton.
529. Small counter, (oval.)
530. Washington in black panel.
531. Script, embossed and recorded, and Washington.
532. Denomination titles.
533. Borders, lathe-work.
534. Treasury Department.
535. Combination counter.
536. Combination counter.
537. Counter D, and 500.
538. Counters reverse for F. C., with story.
539. Treasury Department.
540. Ornamental scroll-work.
541. Vignette, marine view.
542. Counters, lathe-work.
543. Counters, lathe-work.
544. Counters, lathe-work.
545. Treasury Department, repeated.
546. Lathe-work counter.
547. Lathe-work counter.
548. Treasury Department, repeated.
549. Lathe-work borders.
550. Lathe-work borders.
551. Vignette, view of Treasury building.
552. Counter, lathe-work combination.
553. Counter, lathe-work combination.
554. Counter, lathe-work combination.
555. Counter, lathe-work combination.
556. Counter, lathe-work combination.
557. Counter, lathe-work star combination.
558. Counter, lathe-work star combination.
559. Counter, lathe-work, 1,000 and 500.
560. Counter, lathe-work, 1,000 and 100.
561. Vignette, portrait of Oliver Wolcott.
562. Vignette, Columbus in his study.
563. Lathe-work, counter M.
564. Lathe-work, counter square.
565. Section lathe-work counter.
566. Section lathe-work counter and borders, (three pieces.)
567. Section lathe-work borders.
568. Section lathe-work counters.
569. The Territory of Montana, act December 14, 1866.
570. Issued under act, &c., Territorial warrant in execution, &c.
571. The United States of America, (call letter.)
572. Five hundred dollars; five thousand dollars; five thousand dollars.
573. Vignette, small eagle for tail piece.
574. Coupon, tint cycloid, for Montana bond.
575. Coupon, O. C., cycloid, $50. $7 50-100.
576. Ten thousand dollars. It is hereby certified that.
577. Fifty, cycloid numeral.

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578. Counter X, ornamented with scroll.
579. Coupon tint, with act March 3, 1865, for consols, 2d series.
580. Coupon, O. C., for Montana bond, $100 15-100.
581. Denomination titles, fifty dollars repeated.
582. Denomination titles, fifty dollars, one and five thousand.
583. Numeral 10,000, and cycloid.
584. Title, United States of America.
585. Section of border, lathe-work, U. S. and 5,000.
586. Counter lathe-work.
587. Act for three per cent. certificate, engraved in tablet.
588. Will pay.
589. Ten thousand dollars, and receipt for three per cent. notes.
590. Denomination titles, in panels.
591. Small lettering, Treasurer of the United States, &c.
592. Head of General Andrew Jackson.
593. Counter, lathe-work, M, 1,000.
594. Double section of border, United States, and 5000.
595. Lathe-work counter, 500.
596. Small circular ornamented scroll.
597. Counter vignette and United States, ornamented with scroll.
598. Border, U. S. and 5,000.
599. Lathe-work counter.
600. Vignette, watch-dog.
601. Lathe-work counter, ornamented.
602. Five thousand dollars, and script for three per cent. note.
603. Head of Fessenden, ruled back ground.
604. Numeral 5,000, for three per cent. interest.
605. Oblong counter, lathe-work.
606. Small treasury seals.
607. Lathe-work counter.
608. Script, Washington, promise to pay, &c.
609. Denomination counter, 100 and C.
610. Denomination counter, 500 and D.
611. Dates for coupons, August 15 and February 15th.
612. Check letters, (small.)
613. Vignette, watch-dog.
614. Check letters.
615. $.—, No.—, One hundred dollars in hand.
616. Vignette, harvesting. [Drawn by Darley.]
617. Lettering, Treasury Department, Register's Office, (repeated.)
618. Lettering for Land Office envelope.
619. Lathe-work counter, (plain.)
620. Denomination titles.
621. Two small tail pieces, viz: eagle and steamship.
622. Lathe-work counter, (plain.)
623. Lettering, Register's Office and Treasury Department.
624. Sections of lathe-work, (double sections.)
625. Sections of lathe-work, (double sections.)
626. Sections of lathe-work, (double sections.)
627. Sections of lathe-work, (double sections.)
628. Head of Thomas Jefferson.
629. Head of George Washington.
630. Vignette, coat-of-arms, Land Office seal.
631. Embarcation of the Pilgrims.
632. Title, the United States of America.
633. Head of Abraham Lincoln.
634. Two small tail pieces, vignettes.
635. Counters, lathe work, 100 and 50.
636. Title, the United States of America.
637. Lettering of In. cur., Day, stamp.
638. Lathe-work counter, (square or diamond.)
639. Lathe-work border strip.
640. $ and Nos., ruled marks.
641. Lathe-work counter, (round.)
642. Lettering, dollars at sight draft.
643. Lathe-work counter, (diamond.)
644. Lettering, United States Treasury of the.
645. Lathe-work counter, (diamond.)
645. Lathe-work counter, (diamond.)
647. Coat-of-arms for envelope, light-house board.
648. Lettering, dollars and draft.
649. Script and small stamp lettering.
650. Lettering, Treasury of the.
651. Lathe-work counter, (plain.)
652. Lettering, "the U. S. of America," × = ten = 10 ten.
653. Heads of President Johnson, General Grant, and Secretary McCullough.
654. $0. No. Marks.
655. Title, United States of America.
656. Head of Admiral D. G. Farragut.
657. Lathe-work border.
658. Counter, five thousand.
659. Counter, lathe-work. (plain.)
660. Lettering, It is hereby certified that.
661. Counter, five thousand.
662. Counter, 1,000 and M.
663. Head of Daniel Webster.
664. Scroll, circular ornaments.
665. Section of lathe-work border.
666. Lathe-work border and small counter.
667. Lathe-work, small counter, or sections, two in number.
668. Lathe-work section of counter, (double,) two in number.
669. Lathe-work section of counter, (double,) two in number.
670. Lathe-work section of counter, (double.)
671. Lathe-work counters, 50 and L.
672. Lathe-work counters, 100 and Co., and script, and Washington.
673. Lathe-work section.
674. Lathe-work counter, (plain.)
675. Script, at his office to the bearer.
676. Lathe-work counters, 50 and L.
677. Lathe-work sections of borders.
678. Lathe-work sections, in two bed pieces.
679. Lathe-work sections.
680. Lathe-work sections.
681. Lathe-work sections.
682. Lathe-work counters.
683. Lathe-work counter, with oval centre.
684. Lathe-work counter, with oval centre.
685. Lathe-work counter, with oval centre.
686. Lettering for check, Assistant Treasurer of New York, &c.
687. Lathe work and border for bond tint.
688. Lathe-work counter, 100 and C.
689. Lathe-work counter, (plain.)
690. Lathe-work counter, 100 and C.
691. Lathe-work counter, 50 and L.
692. Lathe-work counter, C and D.
693. Lathe-work counter, M and L.
694. Lettering, Assistant Treasurer in New York, &c.
695. Seal for Land Office.
696. Two-cent stamp, internal revenue.
697. Lettering, United States and dollars.
698. Lathe-work section for bond tint, with motto.
699. Lathe-work section, (double.)
700. Lathe-work counter, (plain.)
701. Lathe-work counter, (plain.)
702. Lathe-work counter, (plain.)
703. Lathe-work counter, (plain.)
704. Script, Washington, D. C., &c.
705. Head of John Adams.
706. Lettering, Are indebted unto the bearer in the sum of.
707. Coupon reverse, (plain.)
708. Lathe-work counter, (plain.)
709. Scroll ornament for 50-cent reissue, fractional currency.
710. Lathe-work combination counter.
711. Lathe-work border section, with imprint.
712. Lathe-work end piece, with lettering.
713. Lathe-work half sections of bond, reissue, large counter.
714. Lathe-work border.
715. Lathe-work counter.
716. Lathe-work section.
717. Script, miscellaneous, for draft plates.
718. Lathe-work section.
719. Lathe-work section.
720. Denomination titles, three in number.
721. Sections of lathe-work borders, four in number.
722. Lettering, Office of the General Superintendent Treasury building.
723. Oblong coupon, reverse, M.
724. Small head of Jackson.
725. Small head of Webster.
726. Lathe-work borders, three in number.
727. Lathe-work border.
728. Lathe-work counter.

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729. Lettering in tablets, denomination titles.
730. Vignette, peace and plenty.
731. Head of James Madison.
732. Lathe-work counter.
733. Lathe-work counter.
734. Combination counter $2, for currency.
735. Lettering—Treasury Department, Light-house Board.
736. Lathe-work section, (single.)
737. Lathe-work counter.
738. Denomination titles, in tablets.
739. Check letters.
740. Section of lathe-work, (double.)
741. Vignette, reconstruction.
742. Lathe-work counter, D and five hundred.
743. Lathe-work counter, C and one hundred.
744. Lathe-work counter, L and fifty dollars.
745. Head of Henry S. Garrett.
746. Sections of lathe-work borders.
747. Half section bond, Re, lathe-work.
748. Two small vignettes, beehive, plough, &c.
749. Section (double) of $2, counter of national note.
750. Title, United States of America.
751. Lathe-work counter, M.
752. Head of Jefferson.
753. Lathe-work counter, D.
754. Scroll-work end piece.
755. Vignette, view of the Capitol.
756. Border, lathe-work.
757. Border, lathe-work.
758. Counter, lathe-work, (plain.)
659. Border, lathe-work.
760. Lettering—National Lincoln Association, &c.
761. Border, lathe-work.
762. Border, lathe-work.
763. Coupon, Re.
764. Combination $2 counter
765. Coupon, Re, lathe-work.
766. Border, lathe-work.
767. Coupon, Re.
768. Coupon, Re, 1000.
769. Head of Lincoln, with border.
770. Combination counter, lathe-work.
871. Lettering—It is hereby certified that, &c.
772. Coupon, Re, for C. or $100 bond.
773. Head of General Z. Taylor.
774. Lettering—Register's Office, Treasury Department, &c.
775. Small tail piece, eagle and shield, and counter star.
776. Section, lathe-work, combination.
777. Lettering—One Dollar.
778. Numeral M, ruled face.
779. Numerals D C, scroll letters.
780. Numerals M L, scroll letters.
781. Scroll-work border, for coupon.
782. Lathe-work (double) sections of border.
783. Numeral D, ruled face.
784. Numeral C, ruled face.
785. Numeral L, ruled face.
786. Lathe-work counter, with white star in centre.
787. Lathe-work sections, for borders, (double.)
788. Lathe-work sections, for borders, (double.)
789. Lathe-work sections, for borders, (double.)
790. Scroll corner ornaments.
791. Lathe-work sections for borders, (double.)
792. Lathe-work sections for borders, (double.)
793. Lettering—Forty, (repeated.)
794. Lathe-work sections for borders, (double.)
795. Lathe-work sections for borders, (double.)
796. Lathe-work sections for borders, (double.)
797. Corner ornaments, with numerals, "40 and Co."
798. Lathe-work border, with panel.
799. Lettering—Fifty, (repeated.)
800. Counter, "1,000 and M."
801. Counter, "1,000 and M."
802. Lettering—Thirty, Seventy, &c., for whiskey stamps.
803. Lathe-work borders, 3 in number.
804. Script for whiskey stamps, 40 gallons.
805. Vignette, harvesting, in oval, for 60-gallons whiskey stamps.
806. Vignette, harvesting, in oval, for 40-gallons whiskey stamps.
807. Vignette, harvesting, in oval, for 50-gallons whiskey stamps.
808. Vignette, harvesting, in oval, for 70-gallons whiskey stamps.
809. Vignette, harvesting, in oval, for — gallons whiskey stamps.
810. Vignette, harvesting, in oval, for — gallons whiskey stamps.
811. Lathe-work borders, 4 in number.
812. Lettering for letter-head for engraving and printing bureau.
813. Coupon for whiskey stamp, (original)
814. $1, Re, for note, eagle, flag, &c., (drawn by Darley.)
815. Lettering for whiskey stamps.
816. Scroll corner ornaments, with numerals.
817. Scroll corner ornaments, with numerals.
818. Head of Henry Clay.
819. Script for whiskey stamp, stub.
820. Combination lathe-work and scroll section.
821. Lathe-work borders, 4 in number, one border erased.
822. Lathe-work borders, 3 in number.
823. Lathe-work borders, 2 in number.
824. Lathe-work denomination counters, one, five, ten, twenty.
825. Lathe-work section for border.
826. Combination counter, "2."
827. Vignette, harvesting, in oval.
828. Vignette, harvesting, in oval.
829. Coupon lettering for whiskey stamp.
330. Lathe-work border, 4 in number.
831. Imprint and border for whiskey stamp.
832. Double sections of lathe-work for borders.
833. Coupon, 40-gallons whiskey stamp.
834. Two small sections, double, lathe-work for borders.
835. Vignette, terrier dog.
836. Script for whiskey stamp.
837. Script for tax-paid stamp.
838. Coupon for tax-paid stamp.
839. Lettering for stamp—Stock on hand, in tablet.
840. Script for whiskey stamp, tax paid.
841. Script for whiskey stamp, stock on hand.
842. Script for whiskey stamp, stock on hand.
843. Scroll-work section.
844. Script for whiskey stamps.
845. Imprint—Engraved and printed at the Treasury Department.
846. Lathe-work border, tablet for whiskey stamp, stock on hand.
847. Script for whiskey stamp.
848. Lettering, whiskey stamp—Wholesale dealers.
849. Lathe-work sections for borders.
850. Lathe-work sections for borders.

INTEREST-BEARING NOTE, $5,000, ONE YEAR, ENGRAVED BY THE CONTINENTAL.

Face or obverse.

23. Wealth of America offering her jewels, originally used on the $100 5-20 bonds.
23a. Duplicate, originally used on the $100 5-20 bonds.
142. Original lathe-work of oval counter, "5,000."
142a Original lathe-work of oval counter, laid down to match.
142b. Finished lathe-work of counter, with denomination.
143a. Finished lathe-work of small counter, "5,000."
144. Washington, October 1, 1863.
145. United States.
146. Will pay the bearer, with interest, &c.
147. Five thousand dollars.
148. Corner piece 5,000, scroll-work.
148a. Corner piece, 5,000, scroll-work.
149. Legal tender for $5,000.
149. Register of the Treasury.
150. Kaleidograph border.
167. Check letters, A, B, C, D.
153. Kaleidograph tint, 5,000, repeated on scroll.
153. Kaleidograph tint, original on same bed piece.

Back or reverse.

155. Vignette, eagle.
156. 5,000, lathe-work counter.
157. Every person, &c., ornamented with scroll.
158. This note is a legal tender, &c.
158b. Two bits of scroll work.

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$50 TWO-YEAR INTEREST NOTE, ENGRAVED BY THE AMERICAN.

Obverse.

197. Vignette, Caduceus.
185a. Counter "50."
201a. Counter "50."
201b. Counter plain.
201. Legend in scrip.
200. Legend in scrip, and fifty dollars.
208. Coupon, $1 25-100.

Reverse.

212. Full note counter and legend.
213. Reverse of coupon.
213a. Section of same.
243. $100, reissue 3-years interest note.
245. $500, reissue 3-years interest note.

INTEREST-BEARING NOTE $20, ONE YEAR, ENGRAVED BY NATIONAL.

Reverse.

153. Reverse full note lathe-work.
154. Original lathe-work, also used on $500 one-year note.
155. 20, XX repeated.

Obverse.

70. Vignette, head of President Abraham Lincoln.
71. Vignette, victory.
69. Mortar firing.
156. Original lathe-work of corner piece, counter "20."
157. Finished lathe-work of corner piece, counter "20."
158. Border of note, lathe-work, twenty, 20 repeated
158a. Section of note, lathe-work, twenty, 20 repeated.
155a. Legal tender for twenty dollars.
159. Corner ornament, In God is our trust.
159. Corner ornament, In God and our right.
160. Legend of note.
161. With interest at 5 per cent., Washington, from $500, bed-piece stock.
155b. Act of March 3d, 1863.
155c. Check letters.

Obverse tint.

162. Cycloid tint "20" repeated.
162a. Cycloid section of same.

INTEREST-BEARING NOTE $500, ONE YEAR, ENGRAVED BY NATIONAL.

Reverse.

163. Reverse of note, lathe-work combination.
163a. Original lathe-work.
163b. Circular lathe-work.
163c. Sections of lathe-work.

Obverse.

68. Vignette, standard-bearer.
72. Vignette, New Ironsides.
164. Finished lathe-work counter "500."
164a. Original lathe-work counter "500."
164b. Original lathe-work counter, laid down before lettering white face.
155d. Legal tender for five hundred dollars.
155c. Act of March 3d, 1863.
155f. Border of note, or end pieces, in lathe-work.
155g. Section of same.
160a. Treasury note, One year after date, &c.
161. Five hundred dollars, with interest at 5 per cent., Washington.
160b. Corner ornaments.

Obverse tint.

165. Lathe-work cycloid "500" repeated.
165a. Section work cycloid "500" repeated.
107. D ruled face letter.

INTEREST-BEARING NOTE $1,000, ONE YEAR, ENGRAVED BY THE CONTINENTAL.

Obverse of note.

21. Vignette, Justice, } Bed pieces originally used
22. Vignette, Liberty, } for the 5-20 bonds, and will be found among the stock.
132. Vignette, eagle and shield; motto, "In God is our trust."
133. Corner ornaments, M and 1,000 in scroll-work.
134. One year from date.
135. One thousand dollars, with interest at 5 per cent. per annum.
135a. United States.
135b. United States.
136a. Will pay the bearer.
136a. Act of March 3d, 1863.
Legal tender for $1,000 treasury note, also border of note, will be found in two-years stock, $1,000.
134a. "M" on face tint printed in color.
134b. "5,000" ruled tint printed in color.
137. Tint over face 1,000 repeated.

Reverse.

130. Original kaleidograph bed-piece of centre.
130c. Finished bed-piece 1,000, and one thousand "kaleidograph."
138. Scroll-work, corner pieces.
139. Original lathe-work counter.
140. Lathe-work, with lettering—the penalty.
141. Lathe-work, with lettering—this note is a legal tender.

INTEREST-BEARING NOTE $1,000, TWO YEARS, ENGRAVED BY THE CONTINENTAL.

For obverse of note.

120. Vignette, naval battle scene.
121. Vignette, De Soto.
123. Legend of note.
124. Original kaleidograph counter of the 1,000.
124a. Finished kaleidograph counter of the 1,000.
125. Tablet "Act of March 3d, 1863, treasury note."
126. Original kaleidograph border of note.
126a. Finished kaleidograph border of note.
127. Coupon of note.
128. Original lathe-work counter, obverse tint, 1,000.
129. Scroll-work over obverse of coupon.

Reverse.

131. Original kaleidograph of back of coupon.
130a. Finished kaleidograph of back of coupon, ornamented with scroll.
124. Original kaleidograph, same as used on obverse "1,000" counter.
124c. Finished kaleidograph "1,000," used on reverse of note.
122. Eagle, used on reverse.
131. Scroll-work containing the lettering—Penalty &c.
129b. This note is a legal tender, and for all debts and except duties, &c.
167. Check letters and No.
125a. Tablet "Legal tender for one thousand dollars," obverse of note.
128. Finished lathe-work counter $1,000.

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INTEREST-BEARING NOTE, $100, ONE YEAR.

Obverse.

199a. Vignette, Washington.
199. Vignette, Justice.
228. Vignette, Victory and Peace.
184a. United States.
220a. One year after date.
229. Act of March 3d, 1863.
230. One hundred dollars.
196a. U. S., corner ornaments, "scroll of flowers."
196. U. S., corner ornaments, "scroll of flowers."
218. Counter lathe-work "100."
232. This note is a legal tender for one hundred dollars.
232a. Border U. S. and C.
220. Check letters.
188. Washington in scrip.
188. Treasury note.
187. Signatures.
194a. Register of the Treasury, Treasurer of the United States.

Obverse tint.

218a. Lathe-work over face of note.
218b. Lathe-work over face of "C."
195c. Small bit of scroll, belonging to lathe-work over face.

Reverse.

233a. Lathe-work, with lettering and denomination.
233b. Half section of counter used on reverse of note.
233c. Section of lathe-work used on reverse of note.

INTEREST-BEARING NOTE, $50, ONE YEAR.

Obverse.

214a. Vignette, loyalty.
234. Vignette, Alexander Hamilton.
185b. United States.
216a. Lathe counter, "50."
235. Fifty dollars.
235a. Lathe counter, fifty.
235c. Ornamental scroll corner, "fifty;" "50."
195a. Act of March 3d, 1863.
210a. One year after date, (in tablet.)
210. This note is a legal tender for fifty dollars."
188. Washington.
220. Check letters.
194a. Register of the Treasury and Treasurer of the United States.
Treasury note.
187. Signatures.
194c. Lathe border, end piece "United States" "50."

Obverse tint.

231. Lathe-work tint.

Reverse.

241. Lathe-work denomination, &c., section of lathe-work.

INTEREST-BEARING NOTES, $100, TWO YEARS.

102. Vignette, "in the turret."
102a. Vignette, "farmer and mechanic."
103. Border of note "C, one hundred," repeated.
104. Treasury note, two years after date the United States will pay bearer One Hundred
105. Dollars, with interest, at 5 per cent. per annum, payable semi-annually. "The last six months' interest will be paid with this note," Washington, December 1st, 1863; act March 3d, 1863.
106. Vignette, "view of the treasury."
108. Coupon of the $100 note.
109. Lathe-work counter over the face of note, printed in tint.
110. Original lathe-work of counter, "C or 100."
110a. Finished lathe-work of counter, "C or 100."
111. Lathe-work tint over face of note, [cycloid.]
112. Section of lathe-work tint over face of note, [cycloid.]
113. Lathe-work strip over face of coupon.
114. Legal tender for one hundred dollars.
115. Lathe-work C, reverse of coupon.
116. Lathe-work, reverse of note, with lettering.
117. Lathe-work, original of the reverse.
103. Section of C.

$500 TWO-YEAR INTEREST NOTE, ENGRAVED BY AMERICA.

Obverse.

183. Eagle and nest, and centre vignette.
183a. Liberty.
184. United States.
185. Lathe counter 1, "500."
186a. Five hundred dollars. Will pay to bearer, with interest, at 5 per cent. per annum, payable semi-annually; the last six months' interest will be paid with this note.
187. Signatures.
188. Washington.
189. Lower corner ornaments.
190. United States, ornaments "flower and scroll."
191. This note is a legal tender for five hundred dollars.
191a. Section of borders, U. S. and D.
193. Treasury note, (in tablet.)
194. Act of March 3d, 1863.
194a. Register of the Treasury, Treasurer of the United States.
195. Two years after date.
196. Corner ornaments and scroll, M. S.
207. Coupon, $12 50-100.
192. Finished border, M. S. and D.

Obverse tint.

204. Lathe or cycloid work over note.
205. D, ornamented with scroll.
206. Pantographs, tint over coupon.

Reverse.

209. Lathe-work, with lettering and denomination.
196. Small corner ornaments.
211. Lathe-work and D over coupon.
209a. Section of reverse, "counter 500."

INTEREST-BEARING NOTE $10, ONE YEAR, ENGRAVED BY AMERICAN.

214. Vignette, eagle and Capitol in the distance.
215. Vignette, portrait of Secretary Chase.
215a. Vignette, female figure of Peace.
216. United States.
One year after date; act of March 3d, 1863.
217. Lathe-work counter, "10."
216b. Lathe-work counter, X, ornamented with scroll.
216c. Lathe-work counter, X, ornamented with scroll.
219. Ten dollars, with 5 per cent. interest, taken from 500 stock.
188. Washington.
187. Signatures of Chittenden and Spinner.
194a. Register of the Treasury and Treasurer of the United States.
196. Corner ornaments, U. S.
220. Check letters.
221. This note is a legal tender for ten dollars.
222. "United States" "ten," 10 repeated.
223. United States of America, and "ten" repeated.
223a. Secretary of the ———. and "ten" repeated.
193. "Treasury note," (in tablet.)

Obverse tint.

225. Lathe-work over face.
226. Lathe-work figure, X.

Reverse.

227. Lathe-work over full note, with lettering and denomination.
225a. Lathe-work over counter, "10."

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NEW FRACTIONAL CURRENCY.

1. 50-cent, reverse.
2. 50-cent, obverse.
3. 25-cent, reverse.
4. 3-cent, reverse.
5. 3-cent, obverse.
6. 10-cent, reverse.
7. 25-cent, obverse.

5*a*. 3-cent, obverse. Laid down from roll and worked up with grain.

8. 5-cent, reverse.
9. 10-cent, obverse.
10. 50-cent, obverse. Head of Spinner.
11. 5-cent, obverse. Head of Clark.
12. 15-cent, reverse.
13. 15-cent, obverse.
14. 15-cent, obverse. Signature of Colby erased.
15. 15-cent, reverse.
16. 50-cent, reverse.

INTERNAL REVENUE STOCK.

1. Segar stamp, imported, 1st series.
2. Segar stamp, imported, 2d series.

3, 3*a*, 3*b*. Segar stamp, domestic, "250."

4. Segar stamp, domestic, "50."

5, 5*a*, 5*b*. Segar stamp, domestic, "100."

6. Segar stamp, domestic, "25."

7, 7*a*, 7*b*. Segar stamp, customs.

BEER STAMPS.

404*a*. 50-cent internal revenue beer stamp.
404*b*. 25-cent internal revenue beer stamp.
404*c*. 12½-cent internal revenue beer stamp.
404*d*. 16⅔-cent internal revenue beer stamp.
404*e*. $2 internal revenue beer stamp.
404*f*. $1 internal revenue beer stamp.
404*g*. 33⅓-cent internal revenue beer stamp.
404*gg*. 33⅓-cent internal revenue beer stamp, panel
404*ff*. $1 internal revenue beer stamp, panel.
404*EE*. $2 internal revenue beer stamp, panel.
404*aa*. 50-cent internal revenue beer stamp, panel.
404*cc*. 12½-cent internal revenue beer stamp, panel
404*bb*. 25-cent internal revenue beer stamp, panel
404*dd*. 16⅔-cent internal revenue beer stamp, panel

MISCELLANEOUS INTERNAL REVENUE STAMPS.

8. Hydrometer, internal revenue stamps.

9. Keg stamps, internal revenue stamps.

LATHE CUTTINGS—BALDWIN.

1. Corner piece, $1,000 bond 5-20s.
2. Section of border, $1,000 bond 5-20s.
3. Section of border parallel with main border, $1,000 5-20 bond.
4. Counter M, $1,000 5-20 bond.
5. Counter D, $500 5-20 bond.
6. Counter Five Hundred, $500 5-20 bond.
7. Counter 500, $500 5-20 bond.
8. Section of border, $500 5-20 bond.
9. Section of border of coupon, $1,000 and $500 5-20 bond.

LATHE CUTTINGS—CONTINENTAL.

10. Counter 100, $100 bond 5-20.
11. Corner counter, used on $100 bond 5-20.
12. Corner counter, used on $50 bond 5-20.
13. Counter 3d series, used on $100 and $50 bond 5-20
14. Shell belonging to stock, interest notes.

LATHE CUTTINGS—NATIONAL.

18. 19. 20. 21. 22. Shells belonging to the $100 two-years, $500 one-year, and $20 one-year interest-bearing notes.

23. 24. Shells belonging to the $100 two-years, $500 one-year, and $20 one-year interest-bearing notes.

15. 16. 17. Additional shells furnished by Baldwin, belonging to the $500 and $1,000 5-20 bonds.

LATHE CUTTINGS—AMERICAN.

25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. Shells furnished by the American Bank Note Company of New York, belonging to the interest bearing notes, to wit: $500 two-years, $50 two-years, $100 one-year, $50 one-year, $20 one-year.

46. Lathe cuttings.
47. Lathe cuttings.
48. Lathe cuttings.
49. Lathe cuttings.
50. Lathe cuttings.
51. Lathe cuttings.
52. Lathe cuttings.
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67. Lathe cuttings.
68. Lathe cuttings.
69. Lathe cuttings.
70. Lathe cuttings.

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LATHE CUTTINGS—AMERICAN.—Continued.

71. Lathe cuttings.
72. Lathe cuttings.
73. Lathe cuttings.
74. Lathe cuttings.
75. Lathe cuttings.
76. Lathe cuttings.
77. Lathe cuttings.
78. Lathe cuttings.
79. Lathe cuttings.
80. Lathe cuttings.
81. Lathe cuttings.
82. Lathe cuttings.
83. Lathe cuttings.
84. Lathe cuttings.
85. Lathe cuttings.
86. Lathe cuttings.
87. Treasury seal lathe cuttings.
88. Lathe-work cutting.
89. Lathe-work cutting, with oval centres.
90. Lathe-work cutting, with oval centres.
91. Lathe-work cutting, with oval centres.
92. Lathe-work cutting.
93. Lathe-work cutting.
94. Lathe-work cutting.
95. Lathe-work cutting.
96. Lathe-work cutting.
97. Lathe-work cutting.
98. Lathe-work cutting, border section.
99. Lathe-work cutting.
100. Lathe-work cutting.
101. Lathe-work cutting.

UNITED STATES SEAL ACCOUNT, AS ADJUSTED BY COMMITTEE, PRATT, MOORE, AND WYMAN, AND NOW ON HAND, WITH THE EXCEPTION OF THOSE SEALED BY COMMITTEE.

15 large seals.
6 medium seals.
48 small seals.
} Seals acknowledged to be in the hands of the custodian at the date of settlement.

50 large seals.
54 medium seals.
61 small seals.
} Seals acknowledged by the sealer to be in his possession at the time of settlement, for which they hold his receipt—the above committee.

26 large seals, laid down to take the place of worn-out seals returned by Gray.
4 large seals, laid down.

SEAL ACCOUNT OF JAMES GRAY, DR., AS ADJUSTED BY MESSRS. PRATT, WYMAN, AND MOORE.

50 large seals.
54 medium seals.
61 small seals.
} Seals acknowledged to be in the hands of the custodian at the date of settlement.

11 large seals.
13 large seals.

SEAL ACCOUNT OF JAMES GRAY, CR.

26. Mr. Gray returned the following large seals, 26 in number.

Record of plates.

MISCELLANEOUS.

1. Certificate of deposit.
2. Cover plate for the fractional currency.
3. Letter-head, National Currency Bureau.
4. $1,000 certificate of indebtedness, 1 subject.
5. Treasury warrant or draft, 4 subjects.
6. War warrant or draft, 4 subjects.
7. Vignette, portrait of Secretary Chase, (transfer.)
8. Navy warrant or draft, 4 subjects.
9. $5,000 certificate of indebtedness, 1 subject.
10. Certificate of deposit, original and duplication, 1 plate.
11. Check of assistant treasurer of New York, 5 subjects, marked 1.
12. Alphabet done on national currency letter-head plate.
13. Commercial check, 5 subjects.
14. Specimen plate, cycloid ruling.
15. Specimen plate, cycloid ruling.
16. Interior warrant or draft, 4 subjects.
17. Exaguatg.
18. $1,000 certificate of indebtedness, 3 subjects.
19. $5,000 certificate of indebtedness, 3 subjects.
20. Vignette, portrait of Secretary Fessenden, (transfer.)
21. Letter-head, Second Auditor's office, Treasury Department.
22. $1,000 certificate of indebtedness, 3 subjects, tint.
23. $5,000 certificate of indebtedness, 3 subjects, tint.
24. Passports.
25. $50 strip plate for fractional currency.
26. Executive department, letter-head.
27. Executive department, letter-head.
28. Executive department, note-head.
29. Executive department, note-head.
30. Comptroller of the Currency, charter plate.
31. Vignette, portrait of A. Lincoln, (transfer.)
32. Specimen plate, cycloid ruling.
33. Secretary's check, internal revenue.
34. Ticket for Redemption Division, 2 only.
35. General Grant, book testimonial, plate.
36. Head of Lincoln and border, 2 subjects, for Bancroft's oration.
37. Head of Lincoln and border, 2 subjects, for Bancroft's oration.
38. Head of Chase, 2 subjects.
39. Head of Chase, 2 subjects.
40. Head of Lincoln and borders, subject for Bancroft's oration.
41. Solicitor's secret service plate.
42. Patent Office certificate.
43. Portrait of Spinner, transfer.
44. Vignette, treasury and eagle and heads.
45. Boat inspector's certificate.
46. Letter-head, Light-house Board.
47. Fractional currency, 5 subjects, plate for Heath's counterfeit detection on 50 cts., 25 cts., 10 cts., and 5 cts.
48. Fractional currency, 5 subjects, plate, counter and head of Hamilton, for Heath detector.
49. Specimen shield, for fractional currency.
50. Specimen color plate, for superintendent Plate Printing Division.
51. Specimen of cycloid ruled work, 2 plates.
52. Envelope tint, for General Land Office, No. 1.
53. Envelope tint, for General Land Office, No. 2.
54. Envelope, obverse, General Land Office, No. 3.
55. Envelope, obverse, General Land Office, No. 4.
56. Treasury draft, 4 subjects, plate.
57. Interior draft, 4 subjects, plate.
58. Navy draft, 4 subjects, plate.
59. Letter-head for Naval Observatory.
60. Frontispiece for report of Naval Observatory.
61. Books for library of Naval Observatory.
1 or 62. War draft, 4 subjects, plate.
2 or 63. War draft, 4 subjects, plate.
2 or 64. Navy draft, 4 subjects, plate.
2 or 65. Treasury draft, 4 subjects, plate.
2 or 66. Interior draft, 4 subjects, plate.
67. Land Office seal, 80 subjects.

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MISCELLANEOUS—Continued

68. Letter-head for general superintendent building.
69. Note-head and script for Light-house Board.
70. Head of Henry T. Garrett.
71. Check for treasury extension, 3 subjects, O. C.
72. Check for treasury extension, 3 subjects, tint.
73. Frontispiece for specimens or title page.
74. Receipt plate for National Lincoln Monument Association, 4 subjects.
75. Steel plate fractional currency specimens, engraved on 2 plates, 1 and 2.

CALIFORNIA RAILROAD BONDS.

1. $1,000, obverse.
1. $1,000, reverse.
2. $1,000, obverse.
2. $1,000, reverse.
3. $1,000, obverse.
4. $1,000, obverse.
5. $1,000, obverse.
$5,000, obverse.
$5,000, reverse.
$10,000, obverse.
$10,000, reverse.

ONE THOUSAND DOLLAR BONDS, COUPON, 5-20, SUPPLEMENTARY.

Obverse.

1. $1,000 coupon, O. C., act March 3, 1864.
2. $1,000 coupon, O. C., act March 3, 1865.
3. $1,000 coupon, O. C., act March 3, 1865.
4. $1,000 coupon, O. C., act March 3, 1865.
5. $1,000 coupon, O. C., act March 3, 1865.

Tint.

1. $1,000 coupon, tint, act March 3, 1864.
2. $1,000 coupon, tint, act March 3, 1864.
3. $1,000 coupon, tint, act March 3, 1865.
4. $1,000 coupon, tint, act March 3, 1865.

Reverse.

1. $1,000 coupon Re, for act March 3, 1864.
2. $1,000 coupon Re, for act March 3, 1864.
3. $1,000 coupon Re, for act March 3, 1865.
4. $1,000 coupon Re, for act March 3, 1865.

FIVE HUNDRED DOLLAR BONDS COUPONS, 5-20, SUPPLEMENTARY.

1. $500 obverse coupon, act March 3, 1865.
1. $500 reverse coupon, act March 3, 1865.
1. $500 tint coupon, act March 3, 1865.
2. $500 obverse coupon, act March 3, 1865.
2. $500 reverse coupon, act March 3, 1865.
2. $500 tint coupon, act March 3, 1865.

ONE HUNDRED DOLLAR BONDS COUPONS.

1. $100 obverse coupon, act March 3, 1865.
1. $100 reverse coupon, act March 3, 1865.
1. $100 tint coupon, act March 3, 1865.
2. $100 obverse coupon, act March 3, 1865.
2. $100 reverse coupon, act March 3, 1865.
2. $100 tint coupon, act March 3, 1865.

FIFTY DOLLAR BOND COUPONS.

1. $50 obverse coupon, act March 3, 1865.
1. $50 reverse coupon, act March 3, 1865.
1. $50 tint coupon, act March 3, 1865.

FIVE THOUSAND DOLLAR REGISTERED 5-20 BONDS, SUPPLEMENTARY.

1. $5,000 registered tint, act March 3, 1865.
1. $5,000 registered obverse, act March 3, 1865.
2. $5,000 registered tint, act March 3, 1864.
2. $5,000 registered obverse, act March 3, 1864.

ONE THOUSAND DOLLAR REGISTERED 5-20 BONDS.

1. $1,000 registered tint, act March 3, 1865.
1. $1,000 registered obverse, act March 3, 1865.
2. $1,000 registered tint, act March 3, 1864.
2. $1,000 registered obverse, act March 3, 1864.

FIVE HUNDRED DOLLAR REGISTERED 5-20 BONDS.

1. $500 registered 5-20 tint, act March 3, 1865.
1. $500 registered 5-20 obverse, act March 3, 1865.
2. $500 registered 5-20 tint, act March 3, 1864.
2. $500 registered 5-20 obverse, act March 3, 1864.

TEN THOUSAND DOLLAR REGISTERED 5-20 BONDS, SUPPLEMENTARY.

1. $10,000 registered tint, act March 3, 1865.
1. $10,000 registered obverse, act March 3, 1865.
2. $10,000 registered tint, act March 3, 1864.
2. $10,000 registered obverse, act March 3, 1864.

ONE HUNDRED DOLLAR REGISTERED 5-20 BONDS.

1. $100 registered 5-20 tint, act March 3, 1865.
1. $100 registered 5-20 obverse, act March 3, 1865.
2. $100 registered 5-20 tint, act March 3, 1864.
2. $100 registered 5-20 obverse, act March 3, 1864.

FIFTY DOLLAR REGISTERED 5-20 BONDS.

1. $50 registered 5-20 tint, act March 3, 1865.
1. $50 registered 5-20 obverse, act March 3, 1865.
2. $50 registered 5-20 tint, act March 3, 1864.
2. $50 registered 5-20 obverse, act March 3, 1864.

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FIFTY-CENT, REVERSE, NEW FRACTIONAL CURRENCY.

1. 50-cent, reverse, 15 subjects.
4. 50-cent, reverse, 30 subjects.
6. 50-cent, reverse, 15 subjects.
9. 50-cent, reverse, 12 subjects.
10. 50-cent, reverse, 12 subjects.
11. 50-cent, reverse, 12 subjects.
12. 50-cent, reverse, 12 subjects.
15. 50-cent, reverse, 12 subjects.
16. 50-cent, reverse, 12 subjects.
18. 50-cent, reverse, 12 subjects.
20. 50-cent, reverse, 12 subjects.
21. 50-cent, reverse, 12 subjects.
22. 50-cent, reverse, 12 subjects.
24. 50-cent, reverse, 12 subjects.
25. 50-cent, reverse, 30 subjects.
27. 50-cent, reverse, 30 subjects.
28. 50-cent, reverse, 30 subjects.
29. 50-cent, reverse, 12 subjects.
30. 50-cent, reverse, 12 subjects.
32. 50-cent, reverse, 12 subjects.
33. 50-cent, reverse, 12 subjects.
35. 50-cent, reverse, 12 subjects.
36. 50-cent, reverse, 12 subjects.
37. 50-cent, reverse, 12 subjects.
40. 50-cent. reverse, 12 subjects.
41. 50-cent, reverse, 12 subjects.
44. 50-cent, reverse, 12 subjects.
46. 50-cent, reverse, 12 subjects.
50. 50-cent, reverse, 12 subjects.
52. 50-cent, reverse, 12 subjects.
56. 50-cent, reverse, 12 subjects.
58. 50-cent, reverse, 12 subjects.
61. 50-cent, reverse, 12 subjects.
66. 50-cent, reverse, 30 subjects.
68. 50-cent, reverse, 12 subjects.
70. 50-cent, reverse, 12 subjects.
71. 50-cent, reverse, 12 subjects.
72. 50-cent, reverse, 12 subjects.
88. 50-cent, reverse, 5 subjects.
89. 50-cent, reverse, 12 subjects.
90. 50-cent, reverse, 12 subjects.
91. 50-cent, reverse, 12 subjects.
92. 50-cent, reverse, — subjects.
94. 50-cent, reverse, — subjects.

FIFTY-CENT, OBVERSE, NEW ISSUE, SPINNER.

1. 50-cent, obverse, 12 subjects, no signatures.
2. 50-cent, obverse, 12 subjects, signatures.
3. 50-cent, obverse, 12 subjects, signatures.
4. 50-cent, obverse, 12 subjects, signatures.
5. 50-cent, obverse, 12 subjects, signatures.
6. 50-cent, obverse, 12 subjects, signatures.
7. 50-cent, obverse, 12 subjects, signatures.
8. 50-cent, obverse, 12 subjects, signatures.
9. 50-cent, obverse, 12 subjects, signatures.
10. 50-cent, obverse, 12 subjects, signatures.
11. 50-cent, obverse, 12 subjects, signatures.
12. 50-cent, obverse, 12 subjects, signatures.
13. 50-cent, obverse, 12 subjects, signatures.
14. 50-cent, obverse, 12 subjects, signatures.
15. 50-cent, obverse, 12 subjects, signatures.
16. 50-cent, obverse, 12 subjects, signatures.
17. 50-cent, obverse, 12 subjects, signatures.
18. 50-cent, obverse, 12 subjects, signatures.
19. 50-cent, obverse, 12 subjects, signatures.
20. 50-cent, obverse, 12 subjects, signatures.
21. 50 cent, obverse, 12 subjects, signatures.
22. 50-cent, obverse, 12 subjects, signatures.
23. 50-cent, obverse, 12 subjects, signatures.
24. 50-cent, obverse, 12 subjects, signatures.
25. 50-cent, obverse, 12 subjects, signatures.
26. 50-cent, obverse, 12 subjects, signatures.
27. 50-cent, obverse, 12 subjects, signatures.
28. 50-cent, obverse, 12 subjects, signatures.
29. 50-cent, obverse, 12 subjects, signatures.
30. 50-cent, obverse, 12 subjects, signatures.
31. 50-cent, obverse, 12 subjects.
32. 50-cent, obverse, 12 subjects.
33. 50-cent, obverse, 12 subjects.
34. 50-cent, obverse, 12 subjects.
35. 50-cent, obverse, 12 subjects.
36. 50-cent, obverse, 12 subjects.
37. 50-cent, obverse, 12 subjects.
38. 50-cent, obverse, 12 subjects.
39. 50-cent, obverse, 12 subjects.
40. 50-cent, obverse, 12 subjects.
41. 50-cent, obverse, 5 subjects, specimen.
42. 50-cent, obverse, 5 subjects, no signatures.
43. 50-cent, obverse, 12 subjects.
44. 50-cent, obverse, 12 subjects.

FIFTY-CENT, REVERSE, SECOND ISSUE, USED ON SPECIMEN HEAD.

1. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
2. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
3. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
4. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
5. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
6. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
7. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
8. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
9. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
10. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
11. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
12. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
13. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
14. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
15. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
16. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
17. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
18. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
19. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
20. 50-cent, reverse, 12 subjects, plate counter and scroll-work.
21. 50-cent, reverse, 5 subjects, specimens, counter and scroll-work.
22. 50-cent, reverse, 12 subjects, specimens.

TWENTY-FIVE-CENT, REVERSE, NEW FRACTIONAL CURRENCY.

1. 25-cent, reverse, 12 subjects.
2. 25-cent, reverse, 12 subjects.
3. 25-cent, reverse, 12 subjects.
4. 25-cent, reverse, 12 subjects.
5. 25-cent, reverse, 12 subjects.
6. 25-cent, reverse, 12 subjects.
7. 25-cent, reverse, 12 subjects.
8. 25-cent, reverse 12 subjects.
9. 25-cent, reverse, 12 subjects.
10. 25-cent, reverse, 12 subjects.
11. 25-cent, reverse, 12 subjects.
12. 25-cent, reverse, 12 subjects.
13. 25-cent, reverse, 12 subjects.
14. 25-cent, reverse, 12 subjects.
15. 25-cent, reverse, 12 subjects.
16. 25-cent, reverse, 12 subjects.
17. 25-cent, reverse, 12 subjects.
18. 25-cent, reverse, 12 subjects.
19. 25-cent, reverse, 12 subjects.
20. 25-cent, reverse, 12 subjects.

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*TWENTY-FIVE-CENT, REVERSE, NEW FRACTIONAL CURRENCY—Continued.

21. 25-cent, reverse, 12 subjects.
22. 25-cent, reverse, 12 subjects.
23. 25-cent, reverse, 12 subjects.
24. 25-cent, reverse, 12 subjects.
25. 25-cent, reverse, 12 subjects.
46. 25-cent, reverse, 30 subjects.
48. 25-cent, reverse, 30 subjects.
50. 25-cent, reverse, 30 subjects.
53. 25-cent, reverse, 30 subjects.
54. 25-cent, reverse, 30 subjects.
56. 25-cent, reverse, 30 subjects.
57. 25-cent, reverse, 30 subjects.
58. 25-cent, reverse, 12 subjects.
60. 25-cent, reverse, 12 subjects.
63. 25-cent, reverse, 12 subjects.
65. 25-cent, reverse, 12 subjects.
68. 25-cent, reverse, 12 subjects.
80. 25-cent, reverse, 12 subjects.
82. 25-cent, reverse, 12 subjects.
83. 25 cent, reverse, 12 subjects.
84. 25-cent, reverse, 8 subjects.
90. 25-cent, reverse, 12 subjects.
92. 25-cent, reverse, 12 subjects.
101. 25-cent, reverse, 12 subjects.
102. 25-cent, reverse, 12 subjects.
103. 25 cent, reverse, 12 subjects.
104. 25-cent, reverse, 12 subjects.
105. 25-cent, reverse, 12 subjects.
106. 25-cent, reverse, 12 subjects.
121. 25-cent, reverse, 12 subjects.
122. 25-cent, reverse, 12 subjects.
123. 25-cent, reverse, 12 subjects.
124. 25-cent, reverse, 12 subjects.
125. 25-cent, reverse, 12 subjects.
126. 25-cent, reverse, 12 subjects.
25-cent, reverse, 12 subjects.

TWENTY-FIVE CENT, OBVERSE, NEW ISSUE FRACTIONAL CURRENCY.

26. 25-cent, obverse, 12 subjects.
27. 25-cent, obverse, 12 subjects.
28. 25-cent, obverse, 12 subjects.
29. 25-cent, obverse, 12 subjects.
30. 25-cent, obverse, 12 subjects.
31. 25-cent, obverse, 12 subjects.
32. 25-cent, obverse, 12 subjects.
33. 25-cent, obverse, 12 subjects.
34. 25-cent, obverse, 12 subjects.
35. 25-cent, obverse, 12 subjects.
36. 25-cent, obverse, 12 subjects.
37. 25-cent, obverse, 12 subjects.
38. 25-cent, obverse, 12 subjects.
39. 25-cent, obverse, 12 subjects.
40. 25-cent, obverse, 12 subjects.
41. 25-cent, obverse, 12 subjects.
42. 25-cent, obverse, 12 subjects.
43. 25-cent, obverse, 12 subjects.
44. 25-cent, obverse, 12 subjects.
45. 25-cent, obverse, 12 subjects.
47. 25-cent, obverse, 30 subjects.
49. 25-cent, obverse, 30 subjects.
51. 25-cent, obverse, 30 subjects.
52. 25-cent, obverse, 30 subjects.
55. 25-cent, obverse, 30 subjects.
59. 25-cent, obverse, 12 subjects.
61. 25-cent, obverse, 12 subjects.
62. 25-cent, obverse, 12 subjects.
64. 25-cent, obverse, 12 subjects.
66. 25-cent, obverse, 12 subjects.
67. 25-cent, obverse, 12 subjects.
69. 25-cent, obverse, 12 subjects.
70. 25-cent, obverse, 12 subjects.
71. 25-cent, obverse, 12 subjects.
72. 25-cent. obverse, 12 subjects.
73. 25-cent, obverse, 12 subjects.
74. 25-cent, obverse, 12 subjects.
75. 25-cent, obverse, 12 subjects.
76. 25-cent, obverse, 12 subjects.
77. 25-cent, obverse, 12 subjects.
78. 25-cent, obverse, 12 subjects.
79. 25-cent, obverse, 12 subjects.
81. 25-cent, obverse, 12 subjects.
85. 25-cent, obverse, 8 subjects.
86. 25-cent, obverse, 12 subjects.
87. 25-cent, obverse, 12 subjects.
88. 25-cent, obverse, 12 subjects.
89. 25-cent, obverse, 12 subjects.
91. 25-cent, obverse, 12 subjects.
93. 25-cent, obverse, 12 subjects.
94. 25-cent, obverse, 12 subjects.
95. 25-cent, obverse, 12 subjects.
96. 25-cent, obverse, 12 subjects.
97. 25-cent, obverse, 12 subjects.
98. 25-cent, obverse, 12 subjects.
99. 25-cent, obverse, 12 subjects.
100. 25-cent, obverse, 12 subjects.
107. 25-cent, obverse, 12 subjects.
108. 25-cent, obverse, 12 subjects.
109. 25-cent, obverse, 12 subjects.
110. 25-cent, obverse, 12 subjects.
111. 25-cent, obverse, 12 subjects.
112. 25-cent, obverse, 12 subjects.
113. 25-cent, obverse, 12 subjects.
114. 25-cent, obverse, 12 subjects.
115. 25-cent, obverse, 12 subjects.
116. 25-cent, obverse, 12 subjects.
117. 25-cent, obverse, 12 subjects.
118. 25-cent, obverse, 12 subjects.
119. 25-cent, obverse, 12 subjects.
120. 25-cent, obverse, 12 subjects.
127. 25-cent, obverse, 12 subjects.
128. 25-cent, obverse, 12 subjects.
129. 25-cent, obverse, 12 subjects.
130. 25-cent, obverse, 12 subjects.
131. 25-cent, obverse, 12 subjects.
132. 25-cent, obverse, 12 subjects.
133. 25-cent, obverse, 12 subjects.
134. 25-cent, obverse, 12 subjects.

TEN-CENT, OBVERSE, NEW FRACTIONAL CURRENCY

8. 10-cent, obverse, 20 subjects.
9. 10 cent, obverse, 16 subjects.
10. 10 cent, obverse, 16 subjects.
11. 10-cent, obverse, 16 subjects.
12. 10-cent, obverse, 16 subjects.
13. 10-cent, obverse, 16 subjects.
14. 10-cent, obverse, 16 subjects.
15. 10-cent, obverse, 16 subjects.
23. 10-cent, obverse, 16 subjects.
24. 10-cent, obverse, 16 subjects.
26. 10-cent, obverse, 16 subjects.
28. 10-cent, obverse, 16 subjects.
31. 10-cent, obverse, 16 subjects.
33. 10-cent, obverse, 16 subjects.
35. 10-cent, obverse, 16 subjects.
36. 10-cent, obverse, 16 subjects.
37. 10-cent, obverse, 16 subjects.
38. 10-cent, obverse, 16 subjects.
39. 10-cent, obverse, 16 subjects.
41. 10-cent, obverse, 16 subjects.
43. 10-cent, obverse, 16 subjects.
44. 10-cent, obverse, 16 subjects.
45. 10-cent, obverse, 16 subjects.
48. 10-cent, obverse, 16 subjects.
49. 10-cent, obverse, 16 subjects.
50. 10-cent, obverse, 16 subjects.
52. 10-cent, obverse, 16 subjects.
53. 10-cent, obverse, 16 subjects.
54. 10-cent, obverse, 16 subjects.
56. 10-cent, obverse, 16 subjects.
58. 10-cent, obverse, 16 subjects.
59. 10-cent, obverse, 16 subjects.
61. 10-cent, obverse, 16 subjects.
62. 10-cent, obverse, 16 subjects.
63. 10-cent, obverse, 10 subjects.
66. 10-cent, obverse, 16 subjects.
67. 10-cent, obverse, 16 subjects.
68. 10-cent, obverse, 16 subjects.
69. 10-cent, obverse, 16 subjects.
71. 10-cent, obverse, 10 subjects.
74. 10-cent, obverse, 16 subjects.
75. 10-cent, obverse, 16 subjects.

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TEN-CENT, OBVERSE, NEW FRACTIONAL CURRENCY—Continued.

76. 10-cent, obverse, 16 subjects.
77. 10-cent, obverse, 16 subjects.
78. 10-cent, obverse, 16 subjects.
79. 10-cent, obverse, 16 subjects.
86. 10-cent, obverse, 16 subjects.
87. 10-cent, obverse, 16 subjects.
87. 10-cent, obverse, 16 subjects.
88. 10-cent, obverse, 16 subjects.
89. 10-cent, obverse, 16 subjects.
90. 10-cent, obverse, 16 subjects.
91. 10-cent, obverse, 16 subjects.
92. 10-cent, obverse, 16 subjects.
93. 10-cent, obverse, 16 subjects.
94. 10-cent, obverse, 16 subjects.
95. 10-cent, obverse, 16 subjects.
96. 10-cent, obverse, 16 subjects.
103. 10-cent, obverse, 16 subjects.
104. 10-cent, obverse, 16 subjects.
105. 10-cent, obverse, 16 subjects.
106. 10-cent, obverse, 16 subjects.
108. 10-cent, obverse, 16 subjects.
110. 10-cent, obverse, 16 subjects.
111. 10-cent, obverse, 16 subjects.
112. 10-cent, obverse, 16 subjects.
113. 10-cent, obverse, 16 subjects.
114. 10-cent, obverse, 16 subjects.
115. 10-cent, obverse, 16 subjects.
116. 10-cent, obverse, 16 subjects.
117. 10-cent, obverse, 16 subjects.
118. 10-cent, obverse, 16 subjects.
119. 10-cent, obverse, 16 subjects.
120. 10-cent, obverse, 16 subjects.
121. 10-cent, obverse, 16 subjects.
122. 10-cent, obverse, 16 subjects.
123. 10-cent, obverse, 16 subjects.
124. 10-cent, obverse, 16 subjects.
125. 10-cent, obverse, 16 subjects.

TEN-CENT REVERSE, NEW FRACTIONAL CURRENCY.

1. 10-cent, reverse, 40 subjects.
2. 10-cent, reverse, 40 subjects.
3. 10-cent, reverse, 16 subjects.
4. 10-cent, reverse, 16 subjects.
5. 10-cent, reverse, 16 subjects.
6. 10-cent, reverse, 16 subjects.
7. 10-cent, reverse, 40 subjects.
16. 10-cent, reverse, 16 subjects.
17. 10 cent, reverse, 16 subjects.
18. 10-cent, reverse, 16 subjects.
19. 10-cent, reverse, 16 subjects.
20. 10-cent, reverse, 16 subjects.
21. 10-cent, reverse, 16 subjects.
22. 10-cent, reverse, 16 subjects.
25. 10-cent, reverse, 16 subjects.
27. 10-cent, reverse, 16 subjects.
29. 10-cent, reverse, 16 subjects.
30. 10-cent, reverse, 16 subjects.
32. 10-cent, reverse, 16 subjects.
34. 10-cent, reverse, 16 subjects.
40. 10-cent, reverse, 16 subjects.
42. 10-cent, reverse, 16 subjects.
46. 10-cent, reverse, 16 subjects.
47. 10-cent, reverse, 16 subjects.
51. 10-cent, reverse, 16 subjects.
55. 10-cent, reverse, 16 subjects.
57. 10-cent, reverse, 16 subjects.
60. 10-cent, reverse, 16 subjects.
64. 10-cent, reverse, 10 subjects.
65. 10-cent, reverse, 16 subjects.
70. 10-cent, reverse, 16 subjects.
72. 10-cent, reverse, 16 subjects.
73. 10-cent, reverse, 16 subjects.
80. 10-cent, reverse, 16 subjects.
81. 10-cent, reverse, 16 subjects.
82. 10-cent, reverse, 16 subjects.
83. 10-cent, reverse, 16 subjects.
84. 10-cent, reverse, 16 subjects.
85. 10-cent, reverse, 16 subjects.
97. 10-cent, reverse, 16 subjects.
98. 10-cent, reverse, 16 subjects.
99. 10-cent, reverse, 16 subjects.
100. 10-cent, reverse, 16 subjects.
101. 10-cent, reverse, 16 subjects.
102. 10-cent, reverse, 16 subjects.
107. 10-cent, reverse, 16 subjects.
109. 10-cent, reverse, 16 subjects.

FIFTEEN-CENT, REVERSE, FRACTIONAL CURRENCY.

1. Plate, 15-cent, reverse, 8 subjects.
4. Plate, 15-cent, reverse, 12 subjects.
5. Plate, 15-cent, reverse, 12 subjects.
8. Plate, 15-cent, reverse, 12 subjects.
9 Plate, 15-cent, reverse, 12 subjects.
12. Plate, 15-cent, reverse, 12 subjects.
13. Plate, 15-cent, reverse, 12 subjects.
14. Plate, 15-cent, reverse, 12 subjects.
15. Plate, 15-cent, reverse, 12 subjects.

FIFTEEN-CENT, OBVERSE, FRACTIONAL CURRENCY

2. Plate, 15-cent, obverse, 8 subjects, no signature.
3. Plate, 15-cent, obverse, 8 subjects, signature.
6. Plate, 15-cent, obverse, 12 subjects, signature.
7. Plate, 15-cent, obverse, 12 subjects, signature.
10. Plate, 15-cent, obverse, 12 subjects, signature.
11. Plate, 15-cent, obverse, 12 subjects, signature.
16. Plate, 15-cent, obverse, 12 subjects, signature.
17. Plate, 15-cent, obverse, 12 subjects, signature.
18. Plate, 15 cent, obverse, 12 subjects, signature.
19. Plate, 15-cent, obverse, 12 subjects, signature.

THREE-CENT, OBVERSE, FRACTIONAL CURRENCY

71. 3-cent, obverse, 10 subjects, specimen.

GOLD NOTES FOR NEW YORK.

1. $5,000, tint, 4 subjects, New York.
1. 5,000, reverse, 4 subjects, New York.
1. 5,000, obverse, 4 subjects, New York.
1. 5,000, tint, 1 subject, Washington.
1. 5,000, reverse, 1 subject, Washington.
1. 5,000, obverse, 1 subject, Washington.
1. 1,000, tint, 4 subjects, New York.
1. 1,000, reverse, 4 subjects, New York.
1. $1,000, obverse, 4 subjects, New York.
1. 10,000, tint, 1 subject, New York.
1. 10,000, reverse, 1 subject, New York.
1. 10,000, obverse, 1 subject, New York.
2. 5,000, tint, 4 subjects, New York.
2. 5,000, reverse, 4 subjects, New York.
2. 5,000, obverse, 4 subjects, New York
3. 5,000, tint, 4 subjects, New York.

GOLD NOTES FOR NEW YORK.

1. $100, tint, 4 subjects, New York.
1. 100, reverse, 4 subjects, New York.
1. 100, obverse, 4 subjects, New York.
2. 100, tint, 4 subjects.
2. 100, reverse, 4 subjects.
2. 100, obverse, 4 subjects, New York.
3. $100, tint, 4 subjects.
3. 100, reverse, 4 subjects.
4. 100, tint, 4 subjects.
4. 100, reverse, 4 subjects.
5. 100, reverse, 4 subjects.

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GOLD NOTES FOR WASHINGTON.

2. $100, obverse, 4 subjects, Washington.
4. 100, obverse, 4 subjects.
5. $100, obverse, 4 subjects.

GOLD NOTES FOR NEW YORK.

1. $500, tint, 4 subjects.
1. 500, reverse, 4 subjects.
1. $500, obverse, 4 subjects.

GOLD NOTES FOR NEW YORK.

1. $20, tint, 4 subjects.
1. 20, reverse, 4 subjects.
1. 20, obverse, 4 subjects.
2. 20, tint, 4 subjects.
2. 20, reverse, 4 subjects.
2. 20, obverse, 4 subjects.
3. $20, tint, 4 subjects.
3. 20, reverse, 4 subjects.
4. 20, reverse, 4 subjects.
4. 20, tint, 4 subjects.
5. 20, tint, 4 subjects.
6. 20, tint, 4 subjects.

GOLD NOTES, WASHINGTON AND OTHER CITIES.

1. $20, obverse, 4 subjects.
20, obverse, 4 subjects.
20, obverse, 4 subjects.
1. $20, obverse, 4 subjects.
20, obverse, 4 subjects.

THREE PER CENT NOTES, ACT MARCH 2, 1867.

1. $10,000, obverse, 4 subjects.
1. 10,000, tint, 4 subjects.
1. $5,000, obverse, 4 subjects.
1. 5,000, tint, 4 subjects.

FUNDING BONDS.

1. $1,000, obverse coupon, July 1, 1865.
2. 1,000, obverse coupon, July 1, 1865.
3. 1,000, obverse coupon, July 1, 1865.
4. 1,000, obverse coupon, July 1, 1865.
5. 1,000, obverse coupon, July 1, 1865.
6. 1,000, obverse coupon, July 1, 1865.
7. 1,000, obverse coupon, 3-year, July 1, 1867.
8. $1,000, obverse coupon, 3-year, July 1, 1867.
9. 1,000, obverse coupon, 3-year, July 1, 1867.
10. 1,000, obverse coupon, 3-year, August 15, 1867.
11. 1,000, obverse coupon, 3-year, July 1, 1867.
12. 1,000, obverse coupon, 3-year, July 1, 1867.
13. 1,000, obverse coupon, 3-year, July 1, 1867.
14. 1,000, obverse coupon, 3-year, July 1, 1867.

1. $1,000, reverse coupon, 36 coupons.
2. 1,000, reverse coupon, 36 coupons.
3. 1,000, reverse coupon, 36 coupons.
4. 1,000, reverse coupon, 36 coupons.
5. 1,000, reverse coupon, 36 coupons.
6. 1.000, reverse coupon, 39 coupons.
7. $1,000, reverse coupon, 39 coupons.
8. 1,000, reverse coupon, 39 coupons.
9. 1,000, reverse coupon, 39 coupons.
10. 1,000, reverse coupon, 39 coupons.
11. 1,000, reverse coupon, 39 coupons.

1. $1,000, tint coupon.
2. 1,000, tint coupon.
3. 1,000, tint coupon.
4. 1,000, tint coupon.
5. 1,000, tint coupon.
6. 1,000, tint coupon, 39 coupons.
7. $1,000, tint coupon, 39 coupons.
8. 1,000, tint coupon, 39 coupons.
9. 1,000, tint coupon, 39 coupons.
10. 1,000, tint coupon, 39 coupons.
11. 1,000, tint coupon, 39 coupons.

1. $500, obverse coupon.
2. 500, obverse coupon.
3. 500, obverse coupon, 3-year, July 1, 1867.
4. $500, obverse coupon, 3-year. July 1, 1867.
5. 500, obverse coupon, 3-year, July 1, 1867.
6. 500, obverse coupon, 3-year, August 1, 1867.

1. $500, reverse coupon.
2. 500, reverse coupon.
3. 500, reverse coupon, 39 coupons.
4. $500, reverse coupon, 39 coupons.
5. 500, reverse coupon, 39 coupons.

1. $500, tint coupon.
2. 500, tint coupon.
3. 500, tint coupon, 39 coupons.
4. $500, tint coupon, 39 coupons.
5. 500, tint coupon, 39 coupons.
6. 500, tint coupon, 39 coupons.

1. $100, obverse coupon, July 1, 1865.
2. 100, obverse coupon, July 1, 1865.
3. 100, obverse coupon, July 1 1867.
4. 100, obverse coupon, July 1, 1867, 39 coupons.
5. 100, obverse coupon, July 1, 1867, 39 coupons.
6. $100 obverse coupon, Aug. 15, 1867, 39 coupons.
7. 100, obverse coupon, July 1, 1867, 39 coupons.
8. 100, obverse coupon, July 1, 1867, 39 coupons.
9. 100, obverse coupon, July 1, 1867.

1. $100, reverse coupon.
2. 100, reverse coupon.
3. 100, reverse coupon, 39 coupons.
4. $100, reverse coupon, 39 coupons.
5. 100, reverse coupon, 39 coupons.

1. $100, tint coupon.
2. 100, tint coupon.
3. 100, tint coupon, 39 coupons.
4. 100, tint coupon, 39 coupons.
5. $100, tint coupon, 39 coupons.
6. 100, tint coupon, 39 coupons.
7. 100, tint coupon, 39 coupons.

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FUNDING BONDS COUPONS.

1. $50, obverse, July 1, 1865.
2. 50, obverse, July 1, 1865.
3. 50, obverse, July, 1867, 39 coupons.
4. 50, obverse, July, 1867, 39 coupons.
5. 50, obverse, August 15, 1867, 39 coupons.
6. 50, obverse, July 1, 1867, 39 coupons.
7. 50, obverse, July 1, 1867, 39 coupons.
8. 50, obverse, July 1, 1867, 39 coupons.
9. 50, obverse, July 1, 1867, 39 coupons.

1. 50, reverse coupon.
2. 50, reverse coupon.

3. $50, reverse, 39 coupons.
4. 50, reverse, 39 coupons.
5. 50, reverse, 39 coupons.

1. 50, tint coupon.
2. 50, tint coupon.
3. 50, tint, 39 coupons.
4. 50, tint, 39 coupons.
5. 50, tint, 39 coupons.
6. 50, tint, 39 coupons.
7. 50, tint, 39 coupons.

FUNDING BONDS, REGISTERED.

1. $10,000, obverse, July 1, 1865.
1. 10,000, tint.
2. 10,000, obverse, July 1, 1867.
3. 10,000, obverse, July, 1867.
2. 10,000, tint.
1. 5,000, obverse, July 1, 1865.
1. 5,000, tint.
2. 5,000, obverse, July 1, 1867.
3. 5,000, obverse, July 1, 1868.
2. 5,000, tint.
1. 1,000, obverse, July 1, 1865.
1. 1,000, tint.
2. 1,000, obverse, July 1, 1867.
2. 1,000, tint.

3. $1,000, obverse, July 1, 1868.
1. 500, obverse, July 1, 1865.
1. 500, tint.
2. 500, obverse, July 1, 1867.
3. 500, obverse, July 1, 1868.
2. 500, tint.
1. 100, obverse, July 1, 1865.
1. 100, tint.
2. 100, obverse, July 1, 1867.
2. 100, tint.
1. 50, obverse, July 1, 1865.
1. 50, tint.
50, obverse, July 1, 1867.
50, tint.

NEW SERIES, BOND PLATES.

Tint combination border.

1. $1,000, reverse, combination lathe-work.

MONTANA BONDS.

1. Plate, $100, tint coupon.
1. Plate, 100, obverse coupon.

1. Plate, $50, tint coupon.
1. Plate, 50, obverse coupon.

RECEIVED FROM COMMITTEE 5-20 BONDS, ACT OF JUNE 30, 1864.

Coupons.

5. $1,000, obverse.
3. 1,000, obverse.

2. $1,000, reverse.
3. 1,000, reverse.

Registered.

1. $1,000, obverse.
1. 1,000, tint.

1. $100, obverse.
1. 100, tint.

Bond plates, 10-40.

3. $1,000, obverse coupons.

1. $1,000, obverse coupons.

Registered bond plate, 5-20.

1. $100, obverse, act of July 17 and August 17.

INTERNAL REVENUE CIGAR STAMPS.

Imported, first series.

1. Plate, 9 subjects.
2. Plate, 9 subjects.

3. Plate, 9 subjects.

Imported, second series.

1. Plate, 4 subjects
2. Plate, 4 subjects

3. Plate, 4 subjects.
4. Plate, 4 subjects.

For customs.

1. Plate, 5 subjects

2. Plate, 5 subjects.

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250 *domestic cigars.*

1. Plate, 4 subjects.
2. Plate, 4 subjects.
3. Plate, 4 subjects.
4. Plate, 4 subjects.

50 *domestic cigars.*

1. Plate, 5 subjects.
2. Plate, 5 subjects.
3. Plate, 5 subjects.
4. Plate, 5 subjects.
5. Plate, 5 subjects.
6. Plate, 5 subjects.
7. Plate, 5 subjects.
8. Plate, 5 subjects.
9. Plate, 5 subjects.
10. Plate, 5 subjects.
11. Plate, 5 subjects.
12. Plate, 5 subjects.
13. Plate, 5 subjects.
14. Plate, 5 subjects.
15. Plate, 5 subjects.
16. Plate, 5 subjects.
17. Plate, 5 subjects.
18. Plate, 5 subjects.
19. Plate, 5 subjects.
20. Plate, 5 subjects.

100 *domestic cigars.*

1. Plate, 5 subjects.
2. Plate, 5 subjects.
3. Plate, 5 subjects.
4. Plate, 5 subjects.
5. Plate, 5 subjects.
6. Plate, 5 subjects.
7. Plate, 5 subjects.
8. Plate, 5 subjects.
9. Plate, 5 subjects.
10. Plate, 5 subjects.
11. Plate, 5 subjects.
12. Plate, 5 subjects.
13. Plate, 5 subjects.
14. Plate, 5 subjects.
15. Plate, 5 subjects.
16. Plate, 5 subjects.
17. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
18. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
19. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
20. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
21. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
22. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
23. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
24. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
25. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
26. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
27. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.
28. Plate, 5 subjects, laid down by rolls, 5aa, 5bb, &c.

25 *domestic cigars.*

1. Plate, 10 subjects.
2. Plate, 10 subjects.

2-CENT INTERNAL REVENUE STAMP.

1. Plate, 100 subjects.

INTERNAL REVENUE BEER STAMPS.

$2 *plates.*

1. $2 beer stamp, one hogshead, 20 subjects.
2. $2 beer stamp, one hogshead, 20 subjects, panel.

$1 *plates.*

1. $1 beer stamp, one barrel, 20 subjects.
2. $1 beer stamp, one barrel, 20 subjects, panel.

50-*cent fols.*

1. 50-cent beer stamp, one-half barrel, 20 subjects.
2. 50-cent beer stamp, one-half barrel, 35 subjects.
3. 50-cent beer stamp, one-half barrel, 35 subjects.
4. 50-cent beer stamp, one-half barrel, 20 subjects.

25-*cent plates.*

1. 25-cent beer stamp, one-fourth barrel, 20 subjects.
2. 25-cent beer stamp, one-fourth barrel, 20 subjects.
3. 25-cent beer stamp, one-fourth barrel, 35 subjects.
4. 25-cent beer stamp, one-fourth barrel, 35 subjects.
5. 25-cent beer stamp, one-fourth barrel, 35 subjects.
6. 25-cent beer stamp, one-fourth barrel, 20 sub. panel.

16⅔ *plates.*

1. Beer stamp 16⅔ cents, one-sixth barrel, 20 subjects.
2. Beer stamp 16⅔ cents, one-sixth barrel, 35 subjects.
3. Beer stamp 16⅔ cents, one-sixth barrel, 35 subjects.
4. Beer stamp 16⅔ cents, one-sixth barrel, 20 subjects panel.

12½ *cents.*

1. Beer stamp 12½-cent plates, one-eighth barrel, 20 subjects.
2. Beer stamp 12½-cent plates, one-eighth barrel, 35 subjects.
3. Beer stamp 12½-cent plates, one-eighth barrel, 35 subjects.
4. Beer stamp 12½-cent plates, one-eighth barrel, 35 subjects, panel.

Hydrometer stamps.

1. 24 subject plate.

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33½-cent plates.

404*gg*. Beer stamp, 33½ cents, or one-third barrel, 20 subjects.

Key stamp in rea.

1. In stock, stamp plate, two subjects each.
2. In stock, stamp plate, two subjects each.

Plates, whiskey stamps.

1. 40 gallons, 3 subjects.
2. 40 gallons, 3 subjects.
3. 40 gallons, 3 subjects.
4. 40 gallons, 3 subjects.
5. 40 gallons, 3 subjects.
6. 40 gallons, 3 subjects.

Record of rolls.

FRACTIONAL CURRENCY.

1. Skeleton, obverse, fractional currency.
2. Skeleton, reverse, fractional currency.
3. Head of Washington, by "Ourdan."
4. Head of Washington, by "Ourdan," more highly finished.
5. 5-cent, obverse, fractional currency.
6. 5-cent, reverse, fractional currency.
7. 10-cent, obverse, fractional currency.
8. 10-cent, reverse, fractional currency.
9. 25-cent, obverse, fractional currency.
10. 25-cent, reverse, fractional currency.
11. 50-cent, obverse, fractional currency.
12. 50-cent, reverse, fractional currency.

Mandril rolls:

7*a*. 10-cent, obverse, fractional currency.
8*a*. 10-cent, reverse, fractional currency.
5*a*. 5-cent, obverse, fractional currency.
6*a*. 5-cent, reverse, fractional currency.
9*a*. 25-cent, obverse, fractional currency.
10*a*. 25-cent, reverse, fractional currency.
11*a*. 50-cent, obverse, fractional currency.
12*a*. 50-cent, reverse, fractional currency.

7*b*. 10-cent, obverse, fractional currency.
7*c*. 10-cent, obverse, fractional currency.
9*b*. 25-cent, obverse, fractional currency.
9*c*. 25-cent, obverse, fractional currency.
7*d*. 10-cent, obverse, fractional currency.
7*e*. 10-cent, obverse, fractional currency.
8*b*. 10-cent, reverse, fractional currency.
5*b*. 5-cent, obverse, fractional currency.
9*d*. 25-cent, obverse, fractional currency.

Mandrel rolls:

5 and 6*b*. 5-cent, obverse and reverse, fractional currency.
7 and 8*b*. 10-cent, obverse and reverse, fractional currency.

9 and 10*b*. 25-cent, obverse and reverse, fractional currency.
9 and 8*c*. 10-cent, obverse and reverse, fractional currency.
7 and 8*d*. 10-cent, obverse and reverse, fractional currency.
5 and 6*a*. 5-cent, obverse and reverse, fractional currency.
5 and 6*d*. 5-cent obverse, and reverse, fractional currency.
5 and 6*a*. 5-cent, obverse and reverse, fractional currency.

ONE HUNDRED DOLLAR BONDS, THIRD SERIES, 5-20s.

15*a*. Tablets, with legends.
15*b*. Tablets, with legends.
15*c*. Tablets, with legends.
16*a*. Register's office, May.
16*b*. Treasury Department, November, No.
17*a*. One hundred dollars.
17*b*. No.
18*a*. The United States of America.
18*b*. Are indebted unto.
18*c*. Are indebted unto.
18*d*. Are indebted unto.
19*a*. Kaleidograph border, with matched corners.
19*b*. Kaleidograph border, with matched corners.
19*c*. Kaleidograph border, with matched corners.
19*d*. Kaleidograph border, with matched corners.
20. Coupon: $3 00.
21. Vignette: Justice.
22. Vignette: Liberty.
23. America offering up her jewels.
24. Original lathe-work of $100 counter, white line.
25. Matched lathe-work of $100 counter, white line.
26. Original lathe-work of corner, white line.
27. Lathe-work.
28. Matched counter, with denominations finished.
29. Kaleidograph border
99. Fourth series, (black-face letter, straight line.)

FIFTY DOLLAR BONDS, THIRD SERIES, 5-20s.*

34*a*. The United States of America.
34*b*. The United States of America.
34*c*.
34*d*. Are indebted unto.
34*e*.
34*c*. It is hereby certified that.
35. Fifty dollars.
36*a*. Kaleidograph border, with matched corner.
36*b*. Kaleidograph border, with matched corner.
37*a*. Kaleidograph border, with matched corner.
37*b*. Kaleidograph border, with matched corner.
38. Kaleidograph counter 50.
38*a*. Lathe-work: 3d.
38*a*. Lathe-work corner piece to match the border.
39. Kaleidograph counter 50, third series, and Treasury Department.
39*a*. Kaleidograph counter 50, third series, and Treasury Department.
39*b*. Third series, and No.
40. Vignette: Eagle.
41. Vignette: America and Peace.
42. Vignette: Reclining Indian.
43. Treasury Department, Register's office; Register of the Treasury; No.
44. $150 coupon.
29*a*. Kaleidograph border.
15*d*. Tablets, with legend.
15*e*. Tablets, with legend.
15*f*. Tablets, with legend.
15*g*. Tablets, with legend.
89. Coupon $150, fourth series.
89*a*. Coupon $150, fourth series.
89*b*. 4th.

(On one set of rolls, six in number, stored: It is hereby certified the United States of America are indebted unto.)

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FIVE HUNDRED DOLLAR BONDS, 5-20s.

46. United States; also lettering: Third series.
46a. Of America; also lettering: Third series.
47. Five hundred dollars.
47a. Five hundred dollars.
49. Lathe-work counter: 3d, and third series.
50. Lathe-work counter: D.
50b. Lathe-work counter: D; with lettering: Six per cent. loan, under act of July 25, 1862.
50c. Lathe-work counter: D; with lettering: Redeemable after five and payable twenty years from date.
51. Lathe-work counter: Five hundred.
51a. Lathe-work counter: Five hundred.
52. Lathe-work counter: 500.
53. Vignette: Head of Abraham Lincoln, President.
53. Border belonging to the head of General Scott.
54. Portrait of General Scott.
55. Vignette: Eagle.
56. Coupon $15.
57. Lathe-work border of coupon.
57a. Lathe-work border of coupon.
58. Lathe-work border, section of the bond.
92. Ruled counter: 4th series, and 4th over the face of same.

ONE THOUSAND DOLLAR BONDS, 5-20s.

45. It is hereby certified that.
59. United States of America, in tablet, scroll border.
60. One thousand dollars.
61. Lathe-work counter: No.
62. Scroll work belonging to border.
50a. Lathe-work counter; One thousand.
50d. Lathe-work counter: M.
55a. Vignette: Farmer mowing.
63. Vignette: Girl at the well.
64. Vignette: Eagle with flag, (not used.)
64a. Vignette: Eagle with flag, (worked up to more color and used.)
64b. Are indebted unto.
65a. Section of border, lathe-work, used upon bond.
65b. Section of border, lathe-work, used upon bond.
65c. Section of border, lathe-work, used upon bond.
65d. Section of border, lathe-work, used upon bond.
65e. Section of border, lathe-work, used upon bond.
66. Section of border, lathe-work, used upon coupon.
67. Coupon of $30, with duplicate counter marked 50a.
67a. Coupon of $30, (cancelled.)
65f. Section of border, lathe-work, new rolls, used on fourth series.
65g. Section of border, lathe-work, new rolls, used on fourth series.
65h. Section of border, lathe-work, new rolls, used on fourth series.
83. United States of America, (large ruled face letter.)
83a. United States of America, (large ruled face letter.)
86. Ruled oval counter: 4th; with lettering: Fourth series.
87. Cycloidal counter: $30, (reverse of coupon.)
78. Cycloidal counter: M, or 1,000; with lettering: Six per cent. loan, under act of Feb'y 25th 1863; also: Redeemable after five and payable twenty years from date.
91. One thousand dollars, and writing of the body of the bond.
100. Coupon $20, obverse.

MISCELLANEOUS STOCK.

1, 77. Scroll work, corner piece.
2, 79. It is hereby certified that Treasurer of the United States, Register of the Treasury; (cancelled.)
3 81. One thousand dollars; Washington; No.; and
4, 81a. ruled counter; 1,000.
5, 82. If the order blank is not filled, the United States —— Treasury.
6, 85. Alphabet, or check letters.
7, 85a. Alphabet, or check letters.
8, 94. Border strip of lathe-work.
9, 95a. United States Treasury seal.
10, 98. Fifty dollars, (a small black-face letter.)
11, 90. Signatures of Spinner, F. E., and Chittenden, L. E.
12, 98a. Fifty dollars, (a small black-face letter.)
13. Draft and $——.
14. United State of America, (fancy letter, black face.)
15. Five per cent. interest.
16. Lathe border, with strip of cycloid work, mitre corner.
17. Small oval, head of Gen. Scott, from Baldwin stock.
18. America and peace, (from the Continental Bond stock.)
19. Reclining Indian, (from the Continental Bond stock; cancelled.)
20. It is hereby certified that. (Continental Bond stock.)
20. Small lathe; corner piece; (from Baldwn stock.)
21. It is hereby certified that. (Continental Bond stock.)
22. Five thousand dollars; one.
23. Certificate of indebtedness.
22. Are indebted unto. (Continental Bond stock.)
24. Certificate of indebtedness.
25. Engraved and printed at the Treasury Department.
26. Engraved and printed at the Treasury Department.
27. It is hereby certified that.
28. Washington; No.; No.
29. Dollars; will pay the bearer. (from the National stock.)
30. Washington; act of March 3, 1863. (National stock.)
30. One hundred, (in tablet.) (National stock.)
31. Lathe and kaleidograph border.
31. Small counter lathe; (Baldwin.)
32. Kaleidograph counter 1,000.
33. Kaleidograph counter 1,000, and counter 500.
34. Border lathe-work; (from National stock.)
35. Border lathe-work.
36. The United States Treasury.
37. Five hundred; Washington, (after National stock.)
38. $5 coupon, belonging to the $100 10-40.
39. (6 rolls.) $25 coupon; belonging to the $1,000 10-40; A, B, C, and D.
23. (1 roll.) Small lathe-work counter; cor. piece.
40. Small lathe-work counter; "50."
41. Small lathe-work counter; "10."
42. Small cor. pieces, (scroll, from National stock.)
43. Counters lathe-work and section. (Baldwin.)
44. United States Treasury note. (National.)
45. Five per cent.; (under act of March 3, 1863.)
45. Redeemable after ten and payable forty years from date.
46. United States Treasury seal.
47. United States Treasury seal.
48. $12 50-100; coupon belonging to the $500 10-40.
49. Cor. pieces, $2 50; taken from American stock.
50. Oblong lathe counter, with white face, 10,000.
51. Section of oval counter; (from Baldwin stock.)
51. Section of border strips; (from Baldwin stock.
52. Lathe strip; made up from Baldwin stock.
53. Lathe strip; made up from Baldwin stock.
54. Lathe section; made up from Baldwin stock.
55. Lathe section, border, and mitred; (from Baldwn stock.)
56. Lathe section of counter; (from Baldwin stock.)
54. (On roll.) Lathe section of counter; (from Baldwn stock.)
54. (On roll.) Lathe section of counter; (from Baldwn stock.)
57. Lathe section of counter; (from Baldwin stock.)
58. Lathe section, miscellaneous, (Baldwin, American and National.)
59. Lathe section, (Baldwin, American, and National.)
58. (On roll.) Lathe section. (Baldwin.)
60. Lathe-work; reverse of $10; taken up from the 1-year interest note "bed piece," and to be used for the reverse $10, 3-year.

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MISCELLANEOUS STOCK—Continued.

1. Lathe-work; reverse of $100; taken from the 1-year American stock; lettering erased, and to be on the 3-year interest notes.
62. Lathe-work; reverse of $500; taken from the 2-year stock; lettering erased, and to be used on the 3-year interest notes.
63. Section of lathe-work; from Baldwin and American.
64. Section of lathe-work; from Baldwin and American.
64. Section of lathe-work; Baldwin and American.
65. Section of lathe-work; Baldwin and American.
66. Oblong lathe counter; 10,000; and 3 small plain counting.
67. Coupon; $2 50 for 10-40 bonds.
68. Collector's office, New York, 186–; auditor pay to the order.
69. Of —— in coin.
70. Issued on requisition No. —; registered 186.
71. Pay to —— on treasury warrant No. 186 or order.
72. Treasury warrant No. 186, pay to ——, or order in favor of —— on —— $——.
73. Three years after date. Three years.
69. (On roll.) Assistant treasurer of the U. S.
74. Three years after date; compounded semi-annually,
75. Lathe-work counter; "$3;" made up from American stock.
76. Will pay the bearer fifty dollars, with interest at the rate of six per cent. per annum.
76. Sections of lathe-work; from American stock.
77. Three years, with interest at the rate of six per cent. per annum, compounded semi-annually.
78. Lathe-work; reverse of $50 3-year note, taken from the American $50 1-year note stock.
79. This note is a legal tender for one hundred dollars American repeated stock.
80. Lathe-work; reverse of 50 dollars 3-year note finished.
81. Lathe border-strip; from Baldwin stock.
82. $1 50 coupon for 6-81 bonds; taken from the 5-20 stock.
83. $3 coupon for 6-81 bonds; taken from the 5-20 stock.
84. Lathe border-strip; mitre; from American stock.
85. Lathe border-strip; mitre.
86. Lathe border-strip; mitre.
87. Cycloid tint coupon ("30") for $1,000, 6-81.
88. Register's Office, Treasury Department.
89. $15 coupon for 6-81 bond.
90. $30 coupon for 6-81 bond.
91. Lathe border, strip mitre, from Baldwin stock.
92. Lathe border, strip mitre, from Baldwin stock.
93. Six months' interest due July 1, 1881, payable with this bond.
94. Entered; recorded; Washington.
95. Vignettes, oval: Washington; mortar firing; victory, National and American stock.
96. Cycloid tint coupon, 15 for $500 6-80.
97. Lathe border, strip mitre, from Baldwin stock.
98. Coupon, blank dollars.
99. Fifty, cycloid face, (fancy letter.)
100. Cycloid tint coupon, with lettering, act of March 3, 1863.
101. 500 numeral; cycloid face.
102. Counters, 50; dollars, 100; dollars, 500; dollars; with lettering: Treasury Department, National Currency Bureau, and official business.
103. With interest at the rate of six per cent. per annum, compounded semi-annually; Washington.
104. Three years after date, act of July 2, 1864.
105. Counter lathe-work in two sections, forming an oval.
106. Coupon tint, act of March 3, 1863.
107. $500 reverse counter, taken from American stock, taken up for 7-30.
108. Narrow border of lathe-work, taken from die 66. (Baldwin.)
109. Narrow border of lathe-work, taken from die 66. (Baldwin.)
110. $1,000, white lathe-work, oblong counter, made up from American stock. $1,000, white lathe work, section of circle, made up from American stock; lathe counter, from Baldwin stock.
111. Five hundred dollars, (white face letter.)
112. Fifty thousand, one, ten, (white face letter;) lathe-work border, from Baldwin stock.
113. Act of June 30, 1864: 5 coupons attached—the last six months' interest, &c.; three years' after date.
114. Narrow lathe border, made up from National stock.
115. $500, reverse, with legend, for 7-30.
116. Narrow lathe border, mitred, from National stock.
117. $20, reverse, for three years' interest notes.
118. Interest, one cent per day; interest, two cents per day; act of June 3, 1864.
119. Interest, one dollar per day.
120. Interest, ten cents per day; interest, twenty cents per day.
121. Double lathe counter, 1000; lathe section of circle, 1000.
122. $100, reverse 7-30, with legend, from National stock.
123. Compounded semi-annually.
124. Coupon for 7-30, $500, $18 25; coupon for 7-30, $100, $3 65.
125. Coupon for 7-30, $1,000, $36 50; coupon for 7-30, $50, 1 82½.
126. At maturity, &c., in a small lathe border, for reverse $1,000 7-30.
127. Act of July 17 and August 5, 1661.
128. Semi-annually in lawful money.
129. Payable interest semi-annually.
130. S. B. Colby, (signature;) act of July 17 and August 5.
131. Three years after date, (black-face letter.)
132. S. B. Colby, (signature.) F. E. Spinner.
133. $5,000 coupon for 7-30.
134. Five hundred dollars, taken from American stock.
135. United States, taken from Baldwin.
136. The United States of America.
137. The United States of America, (ruled face.)
138. The United States of America. (black face.)
139. Act of June 30, 1864, (in tablet.)
140. Six per cent. loan, under act of June 30, 1864.
141. Head of General Scott; Baldwin stock.
142. Promise to pay to the order with 7 3-10 per cent. interest, lawful money.
143. February 15; August 15.
144. Semi-annually; August 15, 1864; semi-annually.
145. Six per cent. loan, under act of June 30, 1864.
146. The United States of America, (ornamented with stars.)
147. Six months' interest due November 1, 1864, payable with this bond.
148. Washington; dollars; to the order; promise to pay.
149. August 16, 1864.
150. 7 3-10 per cent. interest, payable semi-annually, &c.
151. United States of America, (black-face letter.)
152. Fifty dollars; register's office, &c.
153. Portrait of Secretary Fessenden, (21 rolls.)
154. Promise to pay to the order, &c.
155. Sectional roll of lathe-work.
156. Sectional roll and counter, 25; five hundred dollars, (three rolls;) one thousand dollars.
157. Sectional roll of lathe-work.
158. Sectional roll of lathe-work.
158. Sectional roll of lathe-work and counter 25.
159. Lettering: One thousand dollars and one thousand.
160. Sectional roll, taken up for 25-cent revenue, F. C.
161. Sectional roll of lathe-work.
162. Head of Washington, and sections of lathe-work.
163. Section of lathe-work used on 5-cent reverse, (new issue.)
164. Lathe counter 1,000, (white letter, from Baldwin stock.)
165. Number repeated.
166. Lathe counter with denomination "3."
167. Lathe-work counter and section, American and Baldwin.
168. Fifty dollars, (cancelled;) fifty dollars.
169. Lathe-work border, (mitre;) No.
170. Lathe-work border, (mitre.)
171. One thousand dollars, cancelled, (German text.)
170. Fifty dollars, (black-face letter.)
172. $ and fifty dollars X, (white-face letter.)
173. Fifty dollars, cancelled, (white-face letter.)
174. August 15, 1864.
175. Act of March 3, 1865, and secretary, (in tablet.)
176. Script—
177. For the—

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MISCELLANEOUS STOCK—Continued.

178. $1,000—
179. 7-30 notes.
180. Vignette: eagle; Capitol in the distance.
181. December 15, 1865.
182. June 15, 1865.
183. June 15, 1865.
184. June 15, 1865.
185. Act of March 3, 1865, (roman white face.)
186. Vignette—Justice.
187. Lathe-work border.
188. Sections of lathe-work.
189. Sections of lathe-work, (tablet, and No.)
190. Lathe-work border, "mitre."
191. Lathe-work section, and Washington in script.
192. January 15, July 15—date of 7.30 coupons.
193. Lathe-work border, with legend, for $1,000, reverse, 7.30, legend erased.
194. Washington, script.
195. Executive officer.
196. Three years after date, "three years."
197. Treasury Department, engraved in old English.
198. Lathe-work strip.
199. Washington, Washington, check award.
200. This note is a legal tender for Fifty Dollars, (in tablet.)
201. Three years after date, and 50, United States, repeated.
202. Small piece ornamental scroll work, American.
203. Lathe-work border, National.
204. Lathe-work border, mitred, Baldwin.
205. Lathe-work border, panel and mitre.
206. Lathe-work border and section of counter.
207. Cycloid ruling, "30," coupon tint, cancelled.
208. Act March 3, 1864, and small corner ornaments.
209. 1,000, cycloid ruled face.
210. Lathe-work mitred border, Baldwin and National.
211. Cycloid border, mitred.
212. Vignette, treasury building.
213. Corner ornaments, scroll work.
214. Counter M, and corner scroll ornaments.
215. Act of March 3, 1864, and One Thousand Dollars, (black face.)
216. Large lathe-work counter, from Baldwin stock.
217. Lathe-work border, mitred, made from Baldwin stock.
218. Lathe-work section, made from reverse $50 interest note.
219. Polygram counter, 1,000, from Continental.
220. Coupon 5-20, obverse, act March 3, 1864, for $1,000.
221. Coupon 5-20, act March 3, 1865, for $1,000.
222. $5,000, reverse of gold note.
224. Polygram counter, $1,000, Continental.
223. Section of lathe-work from $10, reverse, interest note, American.
225. 1,000, cycloid ruled face.
226. Lathe-work counter, oblong, American.
227. Script for gold note.
228. Script for gold note.
229. Kaleidograph border.
230. Int. gold, The Assistant Treasurer of the United States in New York.
231. Five. It is hereby certified that.
232. $1,000 reverse gold note.
233. Five hundred dollars; thousand dollars.
234. Head of Victory, used as a tail-piece, and section of counter.
235. Script for gold notes.
236. Section of Twenty dollars; gold note reversed.
237. Section of Twenty dollars; gold note reversed.
238. Engraved and printed at the Treasury Department, (in small tablet.)
239. $1,000 coupon, 5-20, obverse, March 3, 1864, and medallion ruling, $20 gold coin.
240. $100 reverse gold note.
241. Lathe-work counters and sections.
242. Script for gold notes.
243. $100 coupon, act March 3, 1865, for 5-20 coupon bond supplement.
244. 500 coupon, act March 3, 1865, for 5-20 coupon bond supplement.
245. Counter lathe-work, 100, from American stock.
246. Corner ornaments, from American stock.
247. $100 border Kaleidograph.
248. Corner ornaments.
249. Are indebted unto.
250. Counters, plain lathe-work. Baldwin and National.
251. Oblong counter, 1,000, lathe-work. Baldwin and National.
252. 20, cycloid tint for gold note.
253. 100, cycloid tint for gold note.
254. Script, cycloid tint for gold note.
255. $20 gold note, reverse, made up from Baldwin stock.
256. 20, counter lathe-work, made up from American stock.
257. Female head, taken from vignette, wealth offering he.
258. Script, &c., for gold note.
259. Counter, 100, lathe-work.
260. Twenty Dollars, square lettering, from National stock.
261. Counter "Fifty" and "50," corner piece, ornamented with scroll.
262. Check letters "of the."
263. Section of lathe-counter.
264. Section of lathe-work.
265. Small lathe corner piece.
266. Sections of lathe-work.
267. Sections of lathe-work.
268. Sections of lathe-work.
269. Sections of lathe-work and borders.
270. Sections of lathe-work.
271. Sections of lathe-work.
272. Sections of lathe-work.
273. Sections of lathe-work and borders.
274. Section of cycloids.
275. Section of lathe-work.
276. Section of lathe-work.
277. Section of lathe-work and counter 10,000.
278. Section of border, 10,000, or X, single.
279. Signature of H. H. Vandyck, (cancelled.)
280. Signature of H. H. Vandyck, (cancelled.)
281. Section of lathe-work.
282. Section of border, 10,000, or X, double.
283. Lathe-work border.
284. Lathe-work border section.
285. Lathe-work counter and section.
286. Lathe-work mitred borders.
287. Lathe-work mitred counters and sections.
288. Ten thousand dollars, (black face.)
289. Section of lathe-work with U. S.
290. Section of lathe-work border, for coupon.
291. 10,000 X, lathe-work border, for gold note.
292. Miscellaneous stock.
293. Section of lathe-work for reverse coupon.
294. Lettering, One thousand dollars.
295. Lettering, Five hundred dollars, and One hundred dollars.
296. Sections of lathe-work, for reverse $500 funding bond.
297. $30 coupon reverse funding bond, and white letters, 10,000.
298. Coupon tint for funding bond.
299. $15 coupon, reverse.
300. Section of lathe-work border.
301. Section of lathe-work border.
302. Section of lathe-work border.
303. Section of lathe-work border.
304. Section of lathe-work border.
305. Section of lathe-work.
306. Section of lathe-work.
307. $10,000 counter.
308. Large lathe-work counter.
309. Vignette, Eagle and flag.
310. 10,000 cycloid ruling.
311. Five hundred dollars.
313. Head of General Spinner.
312. (Two rolls,) Five hundred dollars, and One hundred dollars.
314. Head of General Spinner, no back-ground.
315. Combination counter lathe-work.
316. 1,000 cycloid ruled face.
317. Corner ornaments, scroll work.
317. Corner ornaments, scroll work on rolls, with Spinner, 50 cents fractional currency.
318. It is hereby certified that, and section of lathe-work.
319. Our indebtedness unto the bearer in the sum of.
320. Section of lathe-work from $50 interest note reverse, for coupon funding bond.
321. Section of lathe-work border, mitred.
322. One thousand dollars, and Five hundred dollars.
323. Ten thousand dollars, and One hundred dollars.

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MISCELLANEOUS STOCK—Continued.

324. Five thousand dollars.
325. Section of border, mitred.
326. Cycloid ruled face, "500."
327. Imprints, Engraved and printed at the Treasury Department, &c., &c.
328. 1,000 counter.
329. Sections of lathe-work counters.
330. Sections of lathe-work counters.
331. Plain counter lathe-work and section.
332. 100 numeral, cycloid ruling.
333. Border lathe serpentine.
334. Coupon, reverse, $3 00, plain and lettering.
335. Coupon, reverse, $1 50.
336. Lathe-work.
337. Fifty dollars.
338. One hundred dollars.
339. Sections of lathe-work.
340. Vignette, soldier, by Darley.
341. Vignette, Treasury building and head of Lincoln.
342. Border, etched for head of Lincoln.
343. Autograph of Lincoln.
344. Border tint, with act, for coupon F. B.
345. Vignette, sailor, by Darley.
346. 100, cycloid ruled face.
347. Coupon $1,000, F. B., obverse, head of President Johnson.
348. Coupon $1,000, F. B., obverse, head of President Johnson.
349. Dates for coupons.
350. Sections of lathe-work.
351. Coupon $500, F. B., obverse, head of General Grant.
352. Coupon $500, F. B., obverse, head of General Grant.
353. Obverse, America, lettering.
354. It is hereby certified that.
355. Check letters.
356. Check letters.
357. Check letters, No. $——.
358. Counters, white letter, 50, 100. 500, and finished.
359. Consolidated loan, &c., for bonds.
360. Sections of lathe-work.
461. Counters, white figures, 50, 100, 500, finished roll, same number.
462. and section of border. It is hereby, &c.
463. Are indebted unto, repeated.
464. Coupon, reverse, $12 50-100 for consolidated bond.
465. Lathe-work section and "the."
466. Coupon, obverse, President Johnson, $25, and section.
467. 100, 500, 1,000 counters, (white letter.)
468. 10,000, 1,000, 5,000, lettering counter.
469. Sections of lathe-work.
470. Sections of lathe-work.
471. Twenty thousand dollars.
472. Fifty thousand dollars.
473. Office of the Solicitor of the Treasury.
474. Lathe-work border.
475. Lathe-work border.
476. Lathe-work border.
477. Lathe-work border.
478. United States of America.
479. Lathe-work border.
480. Lathe-work border.
481. Lathe-work border.
482. Lathe-counter, 100, 500, and 50, (white letter.)
483. Lathe-counter.
484. Lathe section.
485. Consolidated debt, &c.
486. Treasury of the United States.
487. Section of lathe-work.
488. Section of lathe-work.
489. Fifty, cycloid face.
490. Border lathe-work, mitred.
491. Sections of lathe-work.
492. Sections of lathe-work, border, &c.
493. United States.
494. Register office and Treasury Department.
495. Skeleton lathe-work of 20 cigar stamp.
496. Sections of lathe-work.
497. Sections of lathe-work, border, &c., &c.
498. One hundred dollars.
499. One thousand dollars.
500. Sections of lathe-work.
501. Sections of lathe-work.
502. 100, cycloid face.
503. Counters M and 50 (white letter.)
504. Five thousand dollars.
505. Ten thousand dollars.
506. Section of lathe-work, and mitred corner border, also plain counter.
507. Mitred borders, lathe-work.
508. Scrip for consol bond, registered, act March 3, 1865; 9 rolls.
509. Section of lathe-work.
510. "50" counter lathe-work.
511. Ten thousand and five thousand, lathe-counter, white letters.
512. Lettering one hundred dollars and "The" "The."
513. Lettering and sections, and lettering, One thousand dollars.
514. Lettering dates, 1st July and 1st January.
515. Lettering and sections of lathe-work.
516. Hydrometer stamp.
517. Sections of lathe-work.
518. Sections of counter lathe-work.
518. Counter "500" white letter, also 20, white letter.
519. Counter "50," "10,000" X 500, finished.
520. Counter.
520. Mitred border and section.
521. (Cancelled.)
521. Mitred borders.
522. Combination counter-seal 850 100, white letter.
523. Sections of lathe-work.
524. 1 50-100 coupon, obverse, March 3, 1865.
525. Coupon tint, cycloid.
526. Coupon, obverse, $300, head of Secretary McCulloch.
527. One thousand dollars.
528. Five, ten thousand dollars.
529. Fifty dollars. One thousand dollars.
530. Fifty dollars. Fifty dollars.
531. Twenty dollars. (Cancelled.)
532. One, five, ten thousand dollars.
533. Ten.
534. One hundred dollars, and sections.
535. It is hereby certified that, and scroll work.
536. Consolidated debt, and 5,000 counter.
537. Register's office. Treasury Department.
538. It is hereby certified that.
539. It is hereby certified that.
540. New York.
541. Lathe-work border and end piece.
542. Lathe-work border.
543. Lathe-work border.
544. Lathe-work border.
545. Lathe-work border.
546. Lathe-work border.
547. Lathe-work border.
548. Lathe-work border.
549. Lathe-work border, cancelled.
550. Lathe-work border.
551. Lathe-work border, mitred, &c.
552. Lathe-work border.
553. Lathe-work border, 2 rolls.
554. Kaleidograph border 5,000.
555. Lathe-work border.
556. Counter and section.
557. Counter "100."
558. Counter "10,000," and white letter 100 and
559. Counter "500," 1000, 5000.
560. Counter 5000.
561. Counter 1000 and title United States Treasury.
562. Counters, plain and sections.
563. Counters "M."
564. Counters 50 and 100.
565. Counters 50, 100, 500.
566. Counter combination, plain.
567. Vignette: Victory and Peace.
568. Vignette: Standard-bearer.
569. Vignette: Victory and Peace, and reclining Indian.
570. Vignette: Farmer and mechanic.
571. ½-in. small ruled counter.
572. Corner ornaments.
573. Corner ornaments.
574. Corner ornaments and border, cancelled.
575. Corner ornaments and border.
576. Corner ornaments and border.
577. Head of Washington.
578. Vignette: Washington and head of Lincoln.

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MISCELLANEOUS STOCK—Continued.

579. Coupon, tint sections.
580. Coupon, reverse, for $25.
581. Coupon, obverse, 5-20, 4th series.
582. Coupon, head of Sherman, for $1 50.
583. Coupon, $1 25, $2 25, reverse "skeleton" and finished, 2.
584. Coupon, reverse, lathe work and scroll.
585. 1000, cycloid numeral.
586. 100 and C, cycloid numeral.
587. Fifty, numeral cycloid.
588. 100, numeral cycloid.
589. 1,000, numeral cycloid.
590. $50 7-30, reverse.
591. Reverse, obverse 7 30, in section.
592. Fifty, cycloid.
593. 500, cycloid.
594. Vignette: Head of Hamilton and eagle.
595. Vignette: Victory and Peace.
596. Vignette: Mortar firing.
597. New York, repeated.
598. Check letters "of the," (cancelled.)
599. Are indebted unto No. Register's Office, Treasury Department.
600. Washington, D. C.
601. Are indebted unto Treasury Department, &c.
602. Dates and imprint.
603. Dates and imprint.
604. Imprint.
605. Imprint and border.
606. Head of Washington, Register's Office, Treasury Department.
607. Principal and interest payable in gold.
608. It is hereby certified that.
609. United States of America.
610. One, Five hundred dollars.
611. Lathe-work border, mitred.
612. $500, reverse gold note.
613. Sections of lathe-work.
614. Five thousand w. counter.
615. Combination counter.
616. Lathe-work border.
617. Lathe-work counter, "M" or 1.000.
618. Lathe-work combination counter.
619. Lathe-work combination counter.
620. Five thousand dollars, One thousand dollars, on two rolls.
621. Sections of lathe-work.
622. Head of Hamilton, and combination counter.
623. Sections, counters, and borders.
624. Sections, counters, and borders.
625. Sections, counters, and borders.
626. Sections, counters, and borders.
627. Sections, counters, and borders.
628. Sections, counters, and borders, and heads Sherman and Grant.
629. Sections and borders.
630. Sections and counters.
631. Sections, lathe-work for star.
632. Sections and borders.
633. Counters 500, 1000. 1,000, white letter.
634. Vignette: Treasury building, no sky.
635. Sections, lathe-work for star.
636. Counter, white letter.
637. Lettering, "Treasury Department."
638. Coupon, reverse, lathe-work.
639. Border, mitre, lathe-work.
640. Border, mitre, lathe-work.
641. Border, mitre, lathe-work.
642. Border, mitre, lathe-work.
643. Border, mitre, lathe-work.
644. Border, mitre, lathe-work.
646. Border, mitre, lathe-work.
647. Border, mitre, lathe-work.
648. Border, mitre, lathe-work.
649. Border, mitre, lathe-work.
650. Border, mitre, lathe-work.
651. Border, mitred lathe-work.
652. Border, mitred lathe-work.
653. Border, mitred lathe-work.
654. Border, mitred lathe-work.
655. Title, United States of America, 2 rolls.
656. 50, lathe-work counter.
657. Title, United States.
658. 1,000, counter, white letter.
659. Section of lathe-work counter.
660. Section of lathe-work counter.
661. Section of lathe-work counter.
662. Section of lathe-work counter.
663. Ten thousand dollars, (black face.)
664. Sections of lathe-work.
665. Sections of lathe-work.
666. Sections of lathe-work.
667. Sections of lathe-work.
668. Sections of lathe-work.
669. Sections of lathe-work.
670. Sections of lathe-work border.
671. Coupon, reverse, and one skeleton.
672. Lathe-work border in section.
673. 1,000, numeral kaleidograph.
674. Lathe-work border, plain centre.
675. It is hereby certified that, dollars, and 2 small counters.
676. Lathe-work border, (small.)
677. Washington and script.
678. In lawful money, semi-annually, &c.
679. Lathe-work border.
680. Lathe-work border, mitred.
681. Ornamental scroll corners "50."
682. Ornamental scroll corners "25."
683. Act of March 3, 1864, and script.
684. Lathe counter, plain; also, "15," (white letter.)
685. Lathe-work border, mitred section of back.
686. Lathe-work counters, 1,000, 500, 100.
687. Lathe-work counters, D. C. M., white letter.
688. Lathe-work counters, 500, 1,000, 5,000, white letter.
689. Lathe-work sections and date.
690. Lathe-work sections.
691. Corner ornament and autograph.
692. Lathe, border, and section.
693. Lathe, border, and section.
694. Denomination title, Ten thousand dollars.
695. Denomination title, Five thousand dollars.
696. Denomination title, Ten thousand dollars and Five hundred dollars.
697. Denomination title, Five hundred dollars.
698. Denomination title, One hundred dollars.
699. Denomination title, One thousand dollars.
700. It is hereby certified that.
701. Counters, lathe-work, D. C. M., finished.
702. Lathe-work border, "mitred."
703. Lathe-work border, in sections.
704. Lathe work border, mitred.
705. Lathe-work border, mitred.
706. Lathe-work border, 10,000, (white letter.)
707. Lathe-work 100 numeral, and 20 white letter.
708. Script for 8 rolls for bonds.
709. Treasury seal, made for fractional currency, specimen sheet plate.
710. Lathe counters, white letter, 50, 100, Fifty.
711. Lathe counters, sections, and heads Grant and Sherman.
712. Script.
713. Lathe counter sections.
714. Lathe-work sections.
715. Lathe-work sections, and heads Clark, Colby, and McCulloch.
716. Lathe-work sections.
717. Lathe-work sections.
718. Lathe-work sections and border.
719. Lathe-work sections.
720. Vignettes, Columbus and the Pioneer.
721. Lettering reverse of 15-cent fractional currency
722. Sections lathe-work, act, and counter 15.
723. Small vignettes for tail-pieces.
724. United States
725. of America.
726. Treasury Department.
727. United States
728. of America, and sections of lathe-work.
729. Check letters.
730. Washington repeated.
731. Washington repeated.
732. Washington repeated.
733. Vignette, Loyalty, and counter 50, with section erased.
734. Lathe-work sections.
735. Treasury Department.
736. Vignette, launching through the surf, and portrait of McCulloch.
737. Coupon, tint, for Montana bond.
738. Coupon, obverse, for Montana bond, blank $.
739. Coupon, obverse, for Montana bond, $7 30.
740. Coupon, obverse, for Montana bond, $15 60.
741. Treasury Department, repeated.

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MISCELLANEOUS STOCK—Continued.

741. Counter K and section of lathe-work.
743. Register's office, repeated.
744. December 14, 1866, repeated.
745. Lettering for Montana bond.
746. The Territory of Montana.
747. Counters "50," "100," and section lathe-work.
748. Small eagle and title, Treasury of the U. S.
749. Treasury Department.
750. United States of America.
751. Coupon, tint, for consols, act March 3, 1865.
752. Fifty, cycloid numeral.
753. Five thousand dollars, and Ten thousand dollars.
754. Counter ornamented with scroll X.
755. Sections of borders and small counters.
756. Title, United States of America and counter V, white letter.
757. Plain counter and sections of X, Ten thousand counter.
758. Act, &c., for 3 per cent. certificates.
759. United States of America. It is hereby certified, &c.
760. Five hundred dollars, and Fifty dollars.
761. Ten thousand dollars, and script for 3 per cent. notes.
762. Lathe work, counter, 100, 500, 1,000, white letter.
763. Five thousand dollars, Asst. Treas. N. Y., &c.
764. Fifty dollars, Asst. Treas. N. Y.
765. 10,000 numeral cycloid.
766. One thousand dollars, and Five thousand dollars, "panel."
767. United States of America, section lathe-work, &c.
768. Coupon tint, consol, act March 3, 1865.
769. Section of border, United States, 5,000, and fifty dollars.
770. Section of border, United States, 5,000, "double."
771. Counter and ornamented with scroll and head of Fessenden.
772. Small corner ornament U. S., and c. and The.
773. Border, United States, and 500 finished.
774. Five hundred dollars, Twenty thousand dollars.
775. Border ornamented for portrait.
776. Internal revenue design stamp.
777. Five thousand dollars and script for 3 per ct. note.
778. 5,000 numeral, cycloid tint.
779. Head of Fessenden, ruled background.
780. Vignette, watch dog, 2 on roll.
781. Vignette, Treasury building, 2 on roll.
782. Lathe-work counter and sections of lathe-work.
783. Date for coupons, Aug. 15 and Feb. 15.
784. Sections of lathe-work for counters.
785. Lathe-work counters 50, 100, 500, white letters.
786. Check letters.
787. Check letters and panel, One hundred dollars.
788. Script, Washington entered, recorded "repeated."
789. Script, six months' interest due, payable with this bond.
790. Cycloid for paper watermark.
791. United States monogram, paper water-mark.
792. Vignette, Land office seal.
793. Lettering, Department Interior, General Land Office, official business.
794. Lettering, Commissioner.
795. Lettering, Register's office, Treasury Dept., &c.
796. Lettering, Register's office, Treasury Dept.
797. Lettering, Register's office, Treasury Dept., and section.
798. Vignette, tail piece, watch dog, and sections of lathe-work.
799. Sections of lathe-work for border tint.
800. Cycloid cutting lathe.
801. Lathe-work counters, 500, 100, 50.
802. Lettering for design stamp of — of.
803. Section for lathe-work, border tint.
804. Section for lathe-work, border tint.
805. Section for lathe-work, border tint.
806. United States America.
807. $ and No. marks, on two rolls.
808. Lathe-work border, mitred.
809. Lathe-work border, mitred.
810. Naval battle scene, 2 subjects.
811. Lathe-work border, mitred.
812. Lathe-work border, mitred.
813. Vignette, Treasury Department, 2 subjects.
814. Vignette, Patent office building, 2 subjects.
815. Lathe-work counters, D and M, white letter.
816. Lathe-work counters.
817. Lathe-work counters.
818. Lathe-work counters, white letter, 50 L, 100 C.
819. Lathe-work counters.
820. Lathe-work counters.
821. Lathe-work counters, white letter, 50 L, 100 C.
822. Lathe-work counters.
823. Vignette, "In the turret," 2 subjects.
824. Lettering, One hundred dollars, Treasury of the.
825. Lettering, Five hundred dollars, Treasury of the.
826. Lettering, One thousand dollars, United States.
827. Vignette, marine view, 2 subjects.
828. Lathe-work counters.
829. Lettering, Register of the Treasury, Treasury of the United States, No.
830. Lettering, Registered, or order, pay to.
831. Title, the United States of America.
832. Title, the United States of America.
833. Lettering, "Dollars" repeated, draft and small section of border.
834. Section of lathe-work for counter combination.
835. Section of lathe-work for counter combination.
836. Vignette, "Treasury building," 2 subjects.
837. Head of Johnson, Head of McCulloch, and 2 heads of Grant.
838. Counter lathe-work.
839. Head of McCulloch.
840. Title, "America, United States."
841. Title, "United States of."
842. Device for Light-house Board, 2 subjects.
843. No. and $, rule 1 marks.
844. No. and $, ruled marks, Washington, D. C., &c.
845. Counters white letter, oval centre, for 2-cent internal revenue.
846. Register of Treasury, Treasury of the United States, No. and Washington.
847. Sections of lathe-work.
848. Vignette, Liberty, 2 subjects.
849. Lettering, "The United States," and section lathe-work.
850. Counters 100 and C, 50 and L.
851. Counters 100 and C, 50 and L.
852. Counters L and C, D and M.
853. Lettering, It is hereby certified that, and lathe section.
854. 2-cent stamp, internal revenue, and numerals M and 1,000, and section lathe-work.
855. Land office seal, title, &c., &c.
856. Title, United States of America.
857. Sections of combination counter for reverse of bond.
858. Lathe-work counters, fifty, one hundred, and five hundred, white letters.
859. Lathe-work counters, with blank panels, &c.
860. Lathe-work sections and small lettering.
861. Lathe-work counters L, 50, 100, and C.
862. Lathe-work counters, white letters.
863. Lathe-work counters.
864. Title, Assistant Treasurer of the United States in New York.
865. Lettering, Treas'y extension, and sections lathe-work.
866. Lock-stamp for internal revenue, and scroll.
867. Small Treasury seal and corner ornaments.
868. Sections of lathe-work.
869. Lettering, Are indebted unto the bearer in the sum of, &c.
870. Lettering, Are indebted unto the bearer in the sum of, &c.
871. Script.
872. Narrow lathe-work border.
873. Title, Assistant Treasurer, &c., &c., repeated, and lathe-work coupon.
874. Sections of lathe-work.
875. Sections of lathe-work, 8 in number.
876. Sections of lathe-work, 5 in number.
877. Reverse of 15-cent fractional currency, white letter.
878. Sections lathe-worth counter.
879. Vignette, Eagle and head for letter of general superintendent of building.
880. Lettering, Five hundred dollars, small counter and shield.
881. Lettering, One hundred dollars and $ mark.
882. Coupon, "M," reverse lathe-work, 2 subjects.
883. Lathe-work, sections 6 in number.
884. Lathe-work counters.
885. Lathe-work, end piece and border, scroll, &c., (vignette.)
886. Lathe-work, border section for bond tint.

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MISCELLANEOUS STOCK—Continued.

887. Lathe-work, border section for bond tint.
888. Lathe-work, border section for bond tint.
889. Vignette, Introduction of the Old World to the New, and section.
890. Lathe counter and section.
891. Section counter of $2, and note head for Light-house board.
892. Title, Treasurer of the United States, and 2 small counters.
893. Small lettering, miscellaneous and sections, lathe-work.
894. Denomination, title, One thousand dollars, and Washington.
895. United States.
896. Of America.
897. Portrait of Henry S. Garrett.
898. Lathe-work border.
899. Vignette, Seeding and ginning, also scroll corner ornaments.
900. Vignette, Re-construction, two subjects.
901. Heads of Washington and section, (Wolcott.)
902. Lathe-work counter, and sections of lathe-work.
903. Portrait of Andrew Jackson, two subjects.
904. Check letters.
905. Check letters.
906. Check letters.
907. Lathe-work section of reverse, for bond.
908. Lathe-work section, borders, and counter, $2.
909. Head of Webster, and scroll work end pieces.
910. Vignette, return of peace, two subjects.
911. Heads of Jefferson, two subjects.
912. Denomination counter, 500 D, and 50 C and C, white letters.
913. Denomination counter, 50, 100, 500.
914. Vignette, view of the Capitol, two subjects.
915. Vignette, eagle, from Continental stock, two subjects.
916. Head of Lincoln.
917. Lathe-work border.
918. Corner ornaments, scrolls.
919. Head of Lincoln, and ornamented border.
920. Title, United States of America.
921. Scroll ornaments.
922. Title, United States of America.
923. Small vignettes, five in number, beehive, plough, eagle, &c.
924. Vignette, harvesting, and counter 1,000 or M.
925. Lathe-work borders.
926. Lathe-work borders.
927. Lathe-work section, M, &c.
928. Lathe-work section.
929. Lathe-work section, reverse of bond.
930. Vignette, wealth offering up her jewels, and Lincoln.
931. Counters M and D, lathe-work.
932. No.—, mark, and lettering in hand.
933. Head of Hamilton, and lettering, Lincoln monument, &c.
934. Counter 500 D, and 100 C, &c.
935. Counter 1,000 M, three counters.
936. Lettering, Are indebted, &c.; It is hereby certified that, &c.; and vis: eagle.
937. Lathe-work section, combination and counter, and 2.
938. Lathe-work border.
939. Lathe-work sections, for small counter borders.
940. Lathe-work border, mitred.
941. Lettering, One dollar; are indebted unto, &c.
942. Star counter.
943. Lettering, Treasury Department, Register's Office, &c.
944. Lettering, Treasury Department, Register's Office, &c.
945. Lettering, It is hereby certified that, and lathe-work border.
946. Lathe-work sections, to form borders.
947. Scroll, ornamented numerals, M, D, C, L.
948. Head of General Taylor, and section of 40-gallon whiskey stamp.
949. Lathe-work border, corner ornaments, and small counter star.
950. Lathe-work border, cut down from Baldwin stock.
951. Vignette, harvesting, two in number.
952. Lathe-work borders, double sections.
953. Lathe-work borders, double sections.
954. Lathe-work borders, double sections.
955. Coupon, reverse, D, two subjects.
956. Corner piece, 40 and 60, and panel.
957. Lettering, Forty in hand, &c.
958. Sections, lathe-work, (single,) for borders.
959. Numerals L and C.
960. Narrow lathe-work border.
961. Sections lathe-work border, and two small corner pieces.
962. Border, with lettering, Tax paid stamp, and hand.
963. Large ruled M.
964. Sections of lathe-work, also script for 40-gallon whiskey stamp.
965. Corner pieces and script for whiskey stamp.
966. Corner pieces, and lettering for whiskey stamp.
967. Coupon reverse, 1,000 and 50.
968. Section of 40-gallon whiskey stamp.
969. Lettering in panel and script, for whiskey stamp.
970. Lathe-work border and imprint, for whiskey stamp.
971. Lettering for whiskey-stamp coupon, &c.
972. Skeleton coupon for whiskey stamp.
973. Large ruled numerals D and C.
974. 40-gallon coupon whiskey stamp.
975. Skeleton coupon for whiskey stamp, "4" erased.
976. Section lathe-work.
977. Lettering in panels, &c., for whiskey stamp.
978. Lettering and corner pieces, &c., for stamp.
979. Coupon for $100 bond, reverse, and corner ornaments.
980. Scroll, corner piece.
981. Sections lathe-work.
982. Sections lathe-work.
983. Sections lathe-work border.
984. Sections lathe-work border, for panel.
985. Section scroll-work and lathe border.
986. Sections lathe-work, (single.)
987. Script for whiskey stamps.
988. Script for whiskey stamps.
989. Lathe-work sections.
990. Small lettering for whiskey stamps.
991. Section for 50-gallon whiskey stamp.
992. Lathe-work borders, combination.
993. Lathe-work borders, combination.
994. Lathe-work borders, combination.
995. Lathe-work borders, combination.
996. Lathe-work borders, combination.
997. Lathe-work borders, combination.
998. Lathe-work borders, combination.
999. Lathe-work, stationary counter section, for border and corner pieces, &c.
1000. Lettering for whiskey stamp.
1001. Script for whiskey stamp.
1002. Corner pieces.
1003. Sections of lathe-work.
1004. Lettering for whiskey stamp, stock on hand.
1005. Lathe-work border.
1006. Lathe-work border.
1007. Lathe-work border panel, with lettering, &c. for whiskey stamp.

INTEREST-BEARING NOTES, TWO YEARS, $100, NATIONAL.

102. Vignette, "In the turret."
102a. Farmer and Mechanic.
103. Border of note, "C One Hundred," repeated.
103a. Border of note, "C."
104. Treasury note, two years after date the United States will pay bearer One Hundred.
105. Dollars with interest at five per cent. per annum, payable semi-annually. The last six months' interest will be paid with this note. Washington, December 1, 1863. Act of March 3, 1863.
106. Vignette, "View of the Treasury."

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INTEREST-BEARING NOTES, TWO YEARS, $100, NATIONAL—Continued.

108. Coupon, obverse, of the note.
109. Lathe-work counter over the face of the note, printed in tint.
110. Original lathe-work counter, "C or 100."
110a. Finished lathe-work counter, "C or 100."
111. Cycloid lathe-work tint over face of note.
112. Cycloid lathe-work tint over section of same.
113. Lathe-work strip over face of coupon in tint.
114. Legal-tender for One Hundred Dollars.
115. Lathe-work C, reverse of coupon.
116. Lathe-work, reverse of note, with lettering; lettering erased.
117a. Lathe-work, original of the reverse.
117b. Lathe-work sections of the reverse.
117c. Lathe-work sections of the reverse.

$500 TWO-YEARS INTEREST NOTE.

(Engraved by American.)

Obverse.

183. Eagle and Nest, "centre big."
183a. Liberty, "end."
184. United States.
185. Lathe counter, "500."
186. Five Hundred Dollars.
187. Signatures.
188. Washington.
189. Lower corner ornaments.
190. United States ornament, "flowers and scroll."
191. This note is a legal tender for "Five Hundred Dollars."
191a. Section of border, "U. S. and D."
192. Finished border, "U. S. and D."
193. "Treasury Note," in tablet.
194. Act of March 3, 1863.
194a. Register of the Treasury; Treasurer of the United States.
195. Two years after date.
196. Corner ornaments and scroll, U. S.
207. Coupon, $12 50-100.

Obverse tint.

204. Lathe-work over note.
205. "D," ornamented with scroll.
206. Pantograph tint over coupon.

Reverse.

209. Lathe-work, with lettering and denomination.
196a. Small corner ornaments.
211. Lathe-work and D over coupon.

INTEREST-BEARING NOTE, ONE YEAR, $5,000, Continental.

Obverse.

23. Wealth offering her jewels, originally used on 5.20 bonds.
142. Original lathe-work of oval counter, 5000.
142a. Original lathe-work of finished counter, 5000.
143. Original lathe-work of small counter, 5000.
143a. Original lathe-work of small counter, finished.
143b. Original lathe-work of small counter, finished.
144. Washington, October 1, 1863.
145. United States.
145a. United States.
146. Will pay the bearer with interest, &c.
147. Five Thousand Dollars.
147a. Five Thousand Dollars.
148. Ornaments, 5000 Dollars, scroll-work.
148a. Ornaments, 5000 Dollars, scroll-work.
149. Legal-tender for 5000.
149a. Register of the Treasury; Treasury Note.
150. Kaleidograph border in section, 5000 repeated.
150a. Kaleidograph border in section.
150b. Kaleidograph border in section.
166. Check letters A, B, C, D.
153. Kaleidograph tint on obverse of note, printed in colors.
153a. Kaleidograph tint on obverse of note, printed in colors.

Reverse.

155. Vignette, Eagle, &c.
155a. Vignette, Eagle, &c.
156 5000 lathe-work counter, original.
156a. 5000 lathe-work counter, finished.
157. Penalty, every person, &c., ornamented with scroll.
158. This note is a legal-tender, &c.
158a. This note is a legal-tender, &c.
158b. Two bits of scroll-work or corner pieces.

$50 INTEREST NOTE, TWO YEARS.

(Engraved by American.)

Obverse.

197. Vignette, Caduceus.
214a. Vignette, Loyalty.
199. Vignette, Justice.
185a. Counter lathe-work, "50."
185b. United States.
200. Two years after date will pay to bearer Fifty Dollars, with interest at 5 per
201. cent. per annum payable semi-annually Washington—the last six months' interest will be paid with this note.
201a. Lathe counter "50" section of circle.
201b. Lathe counter erased from roll, without denomination.
195a. Act of March 3, 1863.
187. Signatures.
194a. Register of the Treasury and Treasurer of the United States.
220. Check letters.
208. Coupons, $1 25.
208a. Coupons.

Obverse tint.

204a. Lathe-work tint.
208a. L ornamented with scroll.
195b. Small bit of scroll belonging to lathe-work tint.
210. This note is a legal-tender for Fifty Dollars.
210a. Treasury Note, "in tablet."
196a. Scroll corner, U. S.
194b. Small border "50," and United States repeated.
206. Pantograph tint over coupon.

Reverse.

212. Lathe-work lettering and denomination.
213. Lathe-work Fifty Dollars, pantograph reverse of coupon.
213a. Lathe-work section, reverse of coupon.

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INTEREST-BEARING NOTE, TWENTY DOLLARS, ONE YEAR.

(Engraved by National.)

Reverse.

153. Reverse full note, lathe-work.
154. Original lathe-work, also used on $500 note.
154*a*. Original sections of same, to form border.
154*b*. Original sections of same, to form border.
154*c*. Original sections of same, to form border.
155. 20 X X repeated.

Obverse.

70*a*. Vignette, Head of Abe Lincoln, President.
71. Vignette, Victory.
71*a*. Vignette, Victory. } 71*a* and 71*b* on same roll.
71*b*. Vignette, Victory. }
69. Vignette, Mortar firing.
156. Original lathe-work of corner-piece counter "20."
157. Finished lathe-work of corner-piece counter.
158. Border of note, lathe-work "twenty, 20," repeated.
158*a*. Border section of same.
155*a*. Legal tender for twenty dollars.
159. "In God is our trust," corner ornament.
159. God and our right, corner ornament.
160. Legend of note.
161*a*. With interest 5 per cent., Washington.
155*b*. Act of March 3, 1863.
155*c*. Check letters, A, B, C, D.

Tint obverse.

162. Cycloid tint "20," repeated.
162*a*. Cycloid section of same.

INTEREST-BEARING NOTE, FIVE HUNDRED DOLLARS, ONE YEAR.

(Engraved by National.)

Reverse.

163. Reverse of note, lathe-work, combination.
163*a*. Original lathe-work, combination.
163*b* Circular lathe-work, combination.
163*c*. Sections of lathe-work, combination.
163*d*. Sections of lathe-work, combination.
163*e*. Sections of lathe-work, combination.
163*f*. Sections of lathe-work, combination.
163*g*. Sections of lathe-work, combination.
163*h*. Sections of lathe-work, combination.
164*b*. Original lathe-work of counter before lettering (white face.)
155*d*. Legal-tender for five hundred dollars.
155*e*. Act of March 3, 1863.
155*f*. Border of note or end-piece "500," repeated lathe.
155*g*. Border of note or end section of same.
160*a*. Treasury note, one year after date, &c.
161. Five hundred dollars, with interest at 5 per cent., Washington.
160*b*. Corner ornaments.

Obverse.

68. Vignette, Standard bearer.
72. Vignette, New Ironsides.
164. Lathe-work counter "500."
164*a*. Original lathe-work of counter and sections.

Obverse tint.

165. Tint lathe-work, cycloid "500," repeated.
165*a*. Section lathe-work, cycloid "500," repeated.
107. D. Ruled face letter.

INTEREST-BEARING NOTE, ONE THOUSAND DOLLARS, ONE YEAR.

(Continental.)

Obverse.

21*a*. Vignette, Justice. } Bed-piece originally engraved for the 5-20s bond.
21*b*. Vignette, Justice. }
22*a*. Vignette, Liberty. }
132. Vignette, Eagle and shield; motto: "In God is our trust."
133. "M" and "1,000," corner-pieces in scroll.
134. One year from date.
135. One thousand dollars, with interest at 5 per cent. per annum.
135*a*. United States.
135*b*. United States.
136. Will pay the bearer.
136*a*. Act of March 3, 1863.

Obverse tint.

134*a*. "M" printed in tint.
134*b*. 5,000 ruled face.
134*c*. 5,000 ruled face.

Reverse.

130*b*. Original kaleidograph roll of centre.
130*c*. Finished roll 1,000, one thousand.
138. Scroll work, corner pieces.
139. Original lathe-work of counter.
139*a*. Section of lathe-work of counter.
140. Lathe-work counter, with lettering, the penalty.
141. Lathe-work counter, with lettering. This note is legal, &c.

[Legal tender for $1,000 Treasury note, also border of note, will be found in the two-year stock $1,000.]

INTEREST-BEARING NOTE, ONE THOUSAND DOLLARS, TWO YEARS.

(Engraved by Continental.)

Obverse.

120. Vignette, Naval battle scene.
120*a*. Vignette, Naval battle scene.
121. Vignette, De Soto.
123. Legend of note.
124. Original kaleidograph counter of "1,000."
124*a*. Finished kaleidograph counter.
125. Tablet, "Act of March 3, 1863, Treasury note."
125*a*. Tablet, "Legal-tender for one thous'd dollars."
126*a*. Original kaleidograph border of note.
126*b*. Finished kaleidograph border of note.
126*c*. Finished kaleidograph border of note.
127. Coupon of note.
128. Original lathe-work counter, obverse tint 1,000.
128*a*. Finished lathe-work counter, obverse tint.
129. Scroll-work over obverse of coupon.
129*a*. Scroll-work over obverse of coupon.

Reverse.

130. Original kaleidograph of back of coupon.
130*a*. Finished kaleidograph of back of coupon.
124*b*. Kaleidograph used on back.
124*c*. Finished kaleidograph "1,000."
122. Vignette, Eagle.
131. Scroll-work containing the lettering, Penalty. &c.
129*b*. This note is a legal-tender, &c., for all debts &c.
129*c*. Except duties, &c.
167. Check letters and No.

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ONE HUNDRED-DOLLAR INTEREST-BEARING NOTE, ONE YEAR.

(Engraved by American.)

Obverse.

199a. Vignette, Washington.
199. Vignette, Justice.
228. Vignette, Victory and peace.
184a. United States.
222a. One year after date.
229. Act of March 3, 1863.
230. One hundred dollars.
196. U. S., corner ornaments.
196a. Corner ornaments.
218. Lathe-counter "100."
232. This note is a legal-tender for one hund'd dollars.
222a. Border of note, U. S., &c.
220. Check letters.
188. Washington.
188. Treasury note.
187. Signatures.
194a. Reg. of the Treasury and Treas. of the U. S.

Obverse tint.

218*a*. Lathe-work tint.
218*b*. Lathe-work C.
195*b*. Small bit of scroll belonging to tint over face.

Reverse.

233. Lathe-work, with lettering and denomination.
233*c*. Half section of counter, used on reverse.
233*b*. Section of lathe-work, used on reverse.

FIFTY-DOLLAR ONE-YEAR INTEREST STOCK.

(Engraved by American.)

Obverse.

214a. Vignette, Loyalty.
234. Vignette, Alexander Hamilton.
185*b*. United States.
216a. Lathe counter "50."
233. Fifty dollars.
235a. Lathe counter "fifty."
235*b*. Ornamental scroll corner, with lettering "Fifty, 50."
-35a. Act of March 3, 1863.
-10a. One year after date, in "tablet."
-10. This note is a legal-tender for fifty dollars.
188. Washington.
220. Check letters.
194a. Register of the Treasury, &c. Treasury note.
187. Signatures.
194*b*. Lathe border end-piece United States.

Obverse tint.

232. Lathe-work tint.

Reverse.

241. Lathe-work denomination, &c.
242. Section of lathe-work.

TEN-DOLLAR ONE-YEAR INTEREST NOTE STOCK.

(Engraved by American.)

Obverse.

214. Vignette, Eagle, flag, and Capitol.
215. Vignette, Portrait of Secretary Chase.
215*a*. Vignette, Peace.
216. United States, one year after date.
216 Act of March 3, 1863.
217. Lathe-work counter "10."
216*c*. Lathe-work counter X, ornamented with scroll.
216*b*. Lathe-work counter.
219. Ten dollars, with five per cent. interest.
188. Washington.
187. Signatures.
194a. Treasury of the United States and Register of the United States.
196. Corner ornaments, U. S.
220. Check letters.
221. This note is a legal tender for ten dollars.
222. United States, "ten, 10," repeated lower border.
223. End border, United States of America, and ten, repeat.
223*a*. Section of United States of America, and ten, repeat.
193. Treasury note in tablet.

Obverse tint.

225. Lathe-work over note.
226. Lathe-work figure X.

Reverse.

227. Lathe-work, with lettering and denomination.
225*a*. Lathe-work counter "10."

NEW FRACTIONAL CURRENCY.

1. 50-cent, reverse.
1*A*. 50-cent, reverse.
2. 50-cent, obverse, cancelled, justice.
2*A*. 50-cent, obverse, cancelled, justice.
2*B*. 50-cent, obverse, cancelled, justice.
2*C*. 50-cent, obverse, signatures cancelled, justice.
2*D*. 50-cent, obverse, signatures cancelled, justice.
2*E*. 50-cent, obverse, signatures cancelled, justice.
2*F*. 50-cent, obverse, signatures cancelled, justice.
2*G*. 50-cent, obverse, signatures cancelled, justice.
2*H*. 50 cent, obverse, signatures cancelled, justice.
1*B*. 50-cent, reverse.
2*I*. 50-cent, obverse, justice.
2*J*. 50-cent, obverse, justice.
2*K*. 50-cent, obverse, justice.
2*L*. 50-cent, obverse, justice.
2*M*. 50-cent, obverse, justice.

NEW FRACTIONAL CURRENCY—SECOND ISSUE.

10. 50-cent, obverse, no signature, Spinner.
10*A*. 50-cent, obverse, signatures, Spinner.
10*B*. 50-cent, obverse, signatures, Spinner.
10*C*. 50-cent, obverse, signatures, Spinner.
10*D*. 50-cent, obverse, signatures, Spinner.
10*E*. 50-cent, obverse, signatures, Spinner.

FRACTIONAL CURRENCY, REVERSE—NEW ISSUE.

16. 50-cent, reverse, one subject.
16*A*. 50-cent, reverse, one subject.
16*B*. 50-cent, reverse, one subject.
16*C*. 50-cent, reverse, one subject.
16*D*. 50-cent, reverse, one subject.
16*E*. 50-cent, reverse, one subject.

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NEW FRACTIONAL CURRENCY.

3 & 3*H*. 25-cent, reverse.
3 & *BC*. 25-cent, reverse.
3 *D* & *E*. 25-cent, reverse.
3 *F* & *G*. 25-cent, reverse.
3 *H* & *I*. 25-cent, reverse.

FRACTIONAL CURRENCY—NEW ISSUE.

7. 25-cent, obverse.
7*A*. 25-cent, obverse.
7*B*. 25-cent, obverse.
7*C*. 25-cent, obverse.
7*D*. 25-cent, obverse.
7*E*. 25-cent, obverse.
7*F*. 25-cent, obverse.
7*G*. 25-cent, obverse.
7*H*. 25-cent, obverse.
7*I*. 25-cent, obverse.
7*J*. 25-cent, obverse.
7*H*. 25-cent, obverse.

FRACTIONAL CURRENCY, 10-CENT—NEW ISSUE.

6 & 6*A*. 10-cent, reverse.
6*B* & *CC*. 10-cent, reverse.
6*D* & *EE*. 10-cent, reverse.
6*F* & *CG*. 10-cent, reverse.
6*H* & *CI*. 10-cent, reverse.

FRACTIONAL CURRENCY, 10-CENT, NEW ISSUE.*

9 & 9*A*. 10-cent, obverse, cancelled.
9*B* & 9*C*. 10-cent, obverse, cancelled.
9*D* & 9*E*. 10-cent, obverse, cancelled.
9*F* & 9*G*. 10-cent, obverse, cancelled.
9*H* & 9*I*. 10-cent, obverse, cancelled.
9*J* & 9*K*. 10-cent, obverse, cancelled.
9*L* & 9*M*. 10-cent, obverse, cancelled.
9*a* & 9*b*. 10-cent, obverse.
9*c* & 9*d*. 10-cent, obverse.
9*e* & 9*f*. 10-cent, obverse.
9*g* & 9*h*. 10-cent, obverse.
9. 10 cent, section with signature of Spinner & Colby.
9*i* & 9*j*. 10-cent, obverse, new F. C.
9*k* & 9*l*. 10-cent, obverse, new F. C.
9*m* & 9*n*. 10-cent, obverse, new F. C.

*These rolls had the signatures omitted.

FRACTIONAL CURRENCY—NEW ISSUE.

8. 5-cent, reverse.
8*A*. 5-cent, reverse.
8*B*. 5-cent, reverse.
8*C*. 5-cent, reverse.
8*D*. 5-cent, reverse.
8*E*. 5-cent, reverse.

FRACTIONAL CURRENCY, 5-CENT—NEW ISSUE.

11, 11*A*. 5-cent, obverse.
11*B* & 11*C*. 5-cent, obverse.
11*D* & 11*E*. 5-cent, obverse, not hard-ned.

NEW FRACTIONAL CURRENCY.

4 & 4*A*. 3-cent, reverse.
4*B* & 4*C*. 3-cent, reverse.
4*D* & 4*E*. 3-cent, reverse.
4*F* & 4*G*. 3-cent, reverse.
4*H* & 4*I*. 3-cent, reverse.
4*J* & 4*K*. 3-cent, reverse.
4*L* & 4*M*. 3-cent, reverse.

NEW FRACTIONAL CURRENCY.

5*A*. 3-cent, obverse.
5*C*. 3-cent, obverse.
5*E*. 3-cent, obverse.
5*G*. 3-cent, obverse.
5*I*. 3-cent, obverse.
5*K*. 3-cent, obverse.
5*L*. 3-cent, obverse.
5*M*. 3-cent, obverse.
5*N*. 3-cent, obverse.
5*O*. 3-cent, obverse.
5 & 5*A*. In pencil.
5*B* & 5*C*. In pencil.
5*D* & 5*E*. In pencil.
5*F* & 5*G*. In pencil.
5*H* & 5*I*. In pencil.
5*J* & 5 *K*. In pencil.
5. In pencil.

FRACTIONAL CURRENCY, REVERSE.

12. 15-cent, reverse.

FRACTIONAL CURRENCY, OBVERSE.

13. 15-cent, obverse, no signatures.
13*a* & *B*. 15-cent, obv'se, eng'd sig's, Spinner & Colby.
13*C* & *D*. 15-cent, obverse, enggraved signatures, Spinner & Colby.

INTERNAL REVENUE STOCK.

1. Segar stamp, imported, 1st series.
1*A*. Segar stamp, imported, 1st series.
2. Segar stamp, imported, 2d series.
2 *a*. Segar stamp, imported, 2d series.
2 *b*. Segar stamp, imported, 2d series.
3, 3*a* & 3*b*. Segar stamp, domestic, "250."
4, 4*a* & 4*b*. Segar stamp, domestic, "50."
5, 5*a* & 5*b*. Segar stamp, domestic, "100."
6 & 6*A*. Segar stamp, domestic, "25."
5*aa*, 5*bb*, 5*cc*. Segar stamp, domestic, "100."
77*a* & 7*b*. Segar stamp, customs.

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BEER STAMP.

404*A*. 50-cent, in reverse beer stamp.
404*B*. 25-cent, in reverse beer stamp.
404*C*. 12½-cent, in reverse beer stamp.
404*D*. 16⅔-cent, in reverse beer stamp.
404*E*. $2, in reverse beer stamp.
404*F*. $1, in reverse beer stamp.
404*AB*. 25-cent and 50-cent, beer stamp skeleton.
404*D & C*. 16⅔-cent and 12½-cent, beer stamp, skeleton, 12½ altered for 33⅓.
404*E & F*. $1 and $2, beer stamp, skeleton.
404*ac*. 50-cent and 12½-cent, beer stamp, panel erased.
404*b & d*. 25-cent and 16⅔-cent, beer stamp, panel erased.
404*e & f*. $2 and $1, beer stamp, panel erased
404*g*. 33⅓-cent, beer stamp, panel ruled in red.
404*AA*. 50-cent, beer stamp, panel ruled in red.
404*BB*. 25-cent, beer stamp, panel ruled in red.
404*CC*. 12½-cent, beer stamp, panel ruled in red.
404*DD*. 16⅔-cent, beer stamp, panel ruled in red.
404*EE*.
404*FF*. $1 and $2, beer stamp, panel ruled in red.

TREASURY DEPARTMENT,
February 16, 1865.

SIR: I have seen a letter this day, signed by Mr. George W. Hatch, president of the American Bank Note Company, to the honorable Secretary of the Treasury, in which he asserts that the above company has delivered all the stock necessary for procuring the one and two year interest notes as engraved by the company. The finished rolls have been received, which will lay down the whole series of plates, but a number of the lathe cuttings, intermediate rolls, and bed-pieces are still wanted to complete the stock.

As custodian, the boxes and contents forwarded from New York by the American Bank Note Company were duly received by me, and opened in the presence of my associate custodians, and a schedule of the missing articles made; also a descriptive list of the stock furnished, and the same carefully registered upon the several books kept for that purpose.

Very respectfully,

GEORGE W. C., *Custodian.*

WASHINGTON, *February* 16, 1865.

SIR: I have examined the stock of rolls, &c., furnished by the American Bank Note Company for the interest notes, and concur with the report as furnished by the custodian of the missing pieces.

With respect, your most obedient,

JOSEPH P. OURDAN.

Lathe cuttings, bed-pieces, and rolls wanted to complete the stock of the $500 *and* $50 *two years' interest notes; also the* $100, $50, *and* $10 *one-year notes, engraved by the American Bank Note Company.*

$500 TWO YEARS.

Obverse.—No lathe cutting of tint printed in green; no bed-piece. This note is a legal tender for five hundred dollars and Washington.

Reverse.—No roll of "$500" lathe counter.

"$50" TWO YEARS.

Obverse.—No bed-piece, Register of the Treasury, and Treasurer of the United States; no original roll of 50 counter section of circle; no lathe cutting or bed-piece of centre-piece, printed in green.

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Reverse.—No lathe cuttings of main body of note; no sectional rolls of the same, nor of the coupon; no original bed-piece or roll of this note is a legal tender at its face value, &c., &c., with the penalty inscribed.

"$100" ONE YEAR.

Obverse.—No bed-piece of scroll-work attached to each end of lathe-work; tint printed in green.

Reverse.—No original bed-piece and roll of counter "100."

$50 ONE YEAR.

Obverse.—No shell of part of tint printed in green; no original bed-piece or roll lathe-work counter fifty, white face; no shell of end-piece, "50" United States repeated.

Reverse.—No bed-piece lathe-work counter "50"; no sectional rolls.

$10 ONE YEAR.

Obverse.—No shell of figure X tint, nor of the main part, lathe-work, printed in green; no original roll and bed-piece of counter "10", white face; no original roll and bed-piece of counter X, white face; no lathe-cutting of small X counter, attached to end-piece.

Reverse.—No sectional rolls.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 46.

TONNAGE DUTIES IN WEST INDIA ISLANDS.

LETTER

FROM

THE SECRETARY OF STATE,

TRANSMITTING

Correspondence relative to discriminating tonnage duties on vessels of the United States in the West India islands.

JANUARY 19, 1869.—Referred to the Committee on Foreign Affairs and ordered to be printed.

DEPARTMENT OF STATE,
Washington, January 15, 1869.

SIR: In answer to your request of the 15th ultimo, I have the honor to transmit the accompanying copy of correspondence, as per list herewith enclosed, in relation to the subject of discriminating tonnage duties and port charges upon vessels of the United States in ports of the Spanish West India islands. It is proper to add that the department awaits explanations in regard to the Spanish decree referred to in the correspondence enclosed.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. N. P. BANKS,
Chairman of the Committee on Foreign Affairs, House of Reps.

Mr. McCulloch to Mr. Seward.

TREASURY DEPARTMENT,
July 8, 1868.

SIR: I have the honor to acknowledge your letter of yesterday, enclosing a copy of a despatch from Mr. La Reintrie, United States vice-consul general at Havana, and a copy of the tariff of duties on vessels and merchandise prevailing at that port, transmitted by him. I will thank you to express to Mr. La Reintrie the acknowledgments of this department, and request him to watch with care and report all changes taking place in these tariffs.

The adjustment of the exactions chargeable against Spanish vessels

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arriving in ports of the United States from Cuba and Porto Rico, under the laws of 1832 and 1834, has been ever a matter of great perplexity, and this department is gratified in receiving information in so satisfactory a form. I would suggest that the consul at Porto Rico be again called upon for a thorough report of the rates of duty on tonnage exacted in that island, as considerable uncertainty prevails as to the precise rates in force there at the present time.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SECRETARY OF STATE.

Mr. McCulloch to Mr. Seward.

TREASURY DEPARTMENT,
July 22, 1868.

SIR: I have the honor to acknowledge a reference from your department of a letter from Mr. Embil, of Havana, dated the 11th instant, announcing that the differential duty on the American flag in the island of Cuba has been abolished. The matter is one of the utmost importance, and I will thank you to make inquiry of our consul at Havana as to any recent change that may have taken place.

As you are aware, a temporary suspension of the discriminating export duty was decreed in 1866, but I am not aware that any further action has been taken by the Spanish government. It is possible that Mr. Embil refers merely to the action taken two years ago; but if there has been any recent modification it is of the highest importance that this department be advised of it officially as soon as possible.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. W. H. SEWARD,
Secretary of State.

No. 76.] CONSULATE GENERAL OF THE
UNITED STATES OF AMERICA,
Havana, August 6, 1868.

SIR: I have the honor to acknowledge the receipt of your despatches Nos. 56, 57, 58, and 59, dated July 24, (*bis*,) 27, and 28, ultimo.

In answer to the inquiry contained in your No. 26, I herewith enclose the Gaceta Oficial of July 10 last, which contains the royal decree of her Catholic Majesty the Queen of Spain, dated June 4, 1868, respecting the reciprocity therein offered to all powers for the equalization of port and navigation dues in the West Indies and other possessions of Spain. Although my attention had already been called to the subject by Mr. Utly, and I had consulted with Mr. Crawford, the consul general of her British Majesty here, as to the course we should adopt, I determined to await the instructions of the department, believing that Mr. Hale, at Madrid, would have long since communicated this important information to our government, as required by the letter of the minister

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for the colonies of Spain. It is provided, as you will perceive, in the letter referred to that "the representatives of the respective powers who may solicit the reciprocity shall, in due season, give notice that it has also been adopted in the countries which they may represent." I was not disposed to interfere in a matter which belonged, as I thought, to our legation in Madrid, and hence did not report it to the department. The chief of the customs revenue here informs me that the notice must be given by our representative in Madrid to the government there, which, in due season, will communicate it to the captain general here, before it can become operative in this island. I shall, however, see what can be done here in the mean time, and, so far as my authority extends, shall seek to obtain the same terms which I understand have been conceded to the British consul, namely, that British vessels enjoy the same privileges at once, upon notice per telegram from England, the vessels paying the differential duties, but the consignees giving a bond in the mean time for the balance of duties heretofore collected, until the instructions are received, when the bond (or fianza) shall be null and void, and thus all refunding of dues be unnecessary. France has already given the required notice, and the order from Madrid has been received here that enables French vessels to enjoy the same privileges as Spanish vessels.

I am, sir, very respectfully, your obedient servant,

H. R. DE LA REINTRIE,
Vice-Consul General.

Hon. F. W. SEWARD,
Assistant Secretary of State, Washington, D. C.

[Translation.]

HAVANA, *July* 9, 1868.

Through the department of Ultramar the following royal order, under date of June 4 last, is communicated to his excellency the superior civil governor:

YOUR EXCELLENCY: Of this date I communicate to the secretary of state the following. The Queen, whom God preserve, has pleased to issue the following royal decree:

In view of reasons set forth by the minister of Ultramar, in accordance with the council of ministers, I have decreed as follows:

ARTICLE 1. For the collection of dues on navigation and port dues in the islands of Cuba, Puerto Rico, and the Philippines, vessels of all nations shall be on equal footing with those of Spain, which concede equal benefits in their respective territories and possessions beyond sea to Spanish vessels coming from the ports of those islands, and from those of the peninsula and islands adjacent.

ART. 2. In the provinces beyond sea reciprocity shall take effect in the payment of the duties spoken of in respect of each nation from the time when there shall be inserted in the Gazette the order by which this is determined.

Given at the palace June 4, 1868, under rubric of the royal hand.

The Minister of Ultramar,
CARLOS MARFORI.

And I communicate to you this royal order for its proper results, asking you to give opportune publicity to this regulation, and reminding you that for the purposes indicated in the second article, it is an indispensable condition that the representatives of the respective powers soliciting reciprocity give seasonable advice as to the countries in which they are representatives. I send you copy of the order itself for your information

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and the proper consequences, and it is agreed that it be carried into effect on the 4th of this month, and notice published in the Gazette for general information.

MANUEL DE LARA.

Señor Goñi to Mr. Seward.

[Translation.]

LEGATION OF SPAIN AT WASHINGTON,
Washington, August 11, 1868.

The undersigned, envoy extraordinary and minister plenipotentiary of her Catholic Majesty, in fulfilment of orders of his government, has the honor to address himself to the honorable Secretary of State of the United States, sending annexed copy of a royal decree issued at Madrid on the 4th of June last, by which the equalization of foreign and Spanish vessels for the exaction of navigation and port dues in the islands of Cuba, Porto Rico, and Philippines is provided for in all cases wherein the governments of other countries may concede equal advantages within their territories to vessels under the Spanish flag.

The undersigned, in transmitting the said decree to the Secretary of State, anticipates that the provisions it contains will find from the government of the United States a favorable acceptance. The government of this republic has always observed the principal of reciprocity, in accordance with what is laid down in the acts of July 13, 1832, and June 30, 1834, having modified the exaction of duties on several occasions in virtue of authority conceded to the President in said acts, and notably in section 3 of the act mentioned of 1832. It is, therefore, to be believed that in the present case the same course will be followed, assured of the reciprocal benefits which the provisions of the decree cited must produce on the commerce of Spain and of the United States.

In consequence of this, the undersigned must hope that the government of the United States, faithful to its precedents, will resolve to declare the assimilation of Spanish vessels to Americans for the exaction of navigation and harbor dues, and that for the purpose suitable orders will be communicated to the custom-houses of the United States.

The undersigned, hoping that he will be informed of the determination which may be adopted, has the honor to reiterate to the honorable Secretary of State the assurance of his highest consideration.

FACUNDO GOÑI.

Hon. SECRETARY OF STATE
of the United States.

[Translation.]

DEPARTMENT OF ULTRAMAR.

YOUR EXCELLENCY: The Queen, whom God protect, has pleased to issue the following royal decree:

In view of the reasons set forth by the department of Ultramar, in accordance with the council of ministers, I have decreed as follows:

ARTICLE 1. In the islands of Cuba, Porto Rico, and the Philippines there shall be regarded on equal footing with Spanish vessels for the collection of navigation and port dues vessels of all nations which concede equal benefits in their respective territories and possessions beyond sea to vessels of the Spanish marine coming from the ports of those islands and ports of the peninsula and islands adjacent.

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ART. 2. In the provinces beyond sea reciprocity in the payment of the dues mentioned will have effect in respect to the vessels of each nation from the time there is published in the Gazette the order by which that may be determined.

Given at the palace June 4, 1868, under the royal rubric.

The Minister of Ultramar,
CARLOS MARFORI.

A true copy:

FACUNDO GOÑI.

Mr. Seward to Mr. McCulloch.

DEPARTMENT OF STATE,
Washington, August 27, 1868.

SIR: I have the honor to enclose a copy in translation of a note of the 11th instant, addressed to this department by Mr. Goñi, the minister of her Catholic Majesty, communicating a copy of a royal decree, which was issued at Madrid on the 4th of June last, providing for the equalization of foreign and Spanish vessels in the exaction of navigation and port dues in the islands of Cuba, Porto Rico, and Philippines, in all cases wherein the government of the countries may concede equal advantages within their territories to vessels under the Spanish flag. I will thank you for an expression of your views upon the subject of Mr. Goñi's note, in order that a proper reply to it may be made by this department.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. H. MCCULLOCH,
Secretary of the Treasury.

Mr. Jourdan to Mr. Seward.

No. 89.] UNITED STATES CONSULATE,
San Juan, Porto Rico, September 12, 1868.

SIR: I have the honor to acknowledge the receipt of your despatch No. 50, with an extract from a communication of the Hon. Secretary of the Treasury to the Department of State relative to the rates of duty on tonnage exacted in this island at the present time.

Begging, respectfully, reference to my despatch No. 73, I transmit herewith a relation showing the tonnage duty and port charges paid at present at Porto Rico. A tonnage fee of 37½ cents for every ton, registered measurement, is levied in the ports of this island on Spanish vessels, and a tonnage fee of one dollar for every ton on foreign vessels; therefore there is a differential duty of 62½ cents in favor of Spanish bottoms; but Spain, by a royal decree dated June 4, 1868, has abolished her discriminating tonnage duty in the ports of Cuba and Porto Rico, upon condition of reciprocity, and the decree is to take effect from the time of notification being given to the Spanish government that no other or higher rate of tonnage duty shall be imposed or collected on Spanish vessels from the colonial ports of Cuba and Porto Rico in the respective ports of foreign nations. Therefore by the said royal order a satisfactory evidence is given to the President of the United States that Spain has abolished, on condition of reciprocity, the discriminating tonnage duty levied in the ports of Cuba and Porto Rico upon vessels of the United States in favor of Spanish bottoms, and according to section

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4 of the act of January 7, 1824, and section 3 of the act of July 13, 1832, the President is authorized to direct by a proclamation that the retaliating duty levied within the ports of the United States upon Spanish vessels coming from the said islands shall cease and be discontinued.

France and Prussia have already notified their acquiescence to the reciprocity required by the Spanish government, and last week three vessels of the North German Union have been admitted into this port on the same footing as Spanish vessels; therefore it is most important for our vessels to enjoy the same advantage without delay.

The act of June 30, 1834, relates also to the retaliating duty on goods, wares, and merchandise, but as the royal decree of June 4, 1868, refers only to the tonnage duty, I will give in a separate despatch the necessary information to remove the perplexity and uncertainty prevailing in respect of the countervailing duty to be levied in the ports of the United States on cargoes shipped on board of Spanish vessels clearing for Porto Rico.

I have the honor, sir, to be, with the highest respect, your obedient servant,

A. JOURDAN,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

PORT CHARGES PAID AT THE ISLAND OF PORTO RICO.

Rate of duty on tonnage.

Spanish vessels pay per each ton 37½ cents; foreign vessels pay per each ton $1; differential duty in gold 62½ cents.

Spanish vessels that bring as many tons of coal as their tonnage are exempted from tonnage fees, provided that they bring no other cargo, otherwise they are obliged to pay the full tonnage duty. Foreign vessels in the same case pay 50 cents per ton; differential duty 50 cents in gold.

List of fees paid by both Spanish and foreign vessels alike.

For clearing the harbor at San Juan, per each ton	$0 12½
For light-house, on every ton, if under 150 tons	3
For light-house, and for every additional ton over 150	1
For sanitary visit	4 50
For harbor master	6 00
For pilotage in and out	17 00
For anchorage	2 00
For Morro pass	50
For stamp papers for clearance and permits	9 00
Besides, for foreign vessels, interpreter's fees	8 00
For each time a vessel moves her anchor	2 00

Duties payable in Spanish money or in American (United States) silver coin at a discount of five per cent.

Vessels, either national or foreign, that bring an entire cargo for the deposit stores at San Juan are exempt from paying tonnage dues, which will be charged on the goods when they are taken out for consumption.

Vessels taking an entire cargo of molasses are exempt from paying tonnage fees, provided that they have entered in ballast.

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Vessels entering and leaving in ballast, driven accidentally into the port, coming for repairs, provisions, or to get informations, are also exempt from paying tonnage fees.

Mail steamers making regular trips from and to this island are exempt from all port charges, (pilotage excepted.)

Therefore a retaliating duty of 62½ cents in gold is to be exacted on Spanish vessels coming with cargo or loading in the ports of the United States from and to Cuba and Porto Rico, on every ton, registered measurement of the vessel, except if they bring an entire cargo of molasses and leave in ballast.

On Spanish vessels loading in the ports of the United States for Cuba and Porto Rico as many tons of coals as their tonnage per register, a retaliating duty of 50 cents in gold is to be exacted per each ton registered measurement, in accordance with the acts of July 13, 1832, and June 30, 1834.

By a royal order dated June 4, 1868, the Spanish government has abolished her differential tonnage duty on American vessels in Cuba and Porto Rico, provided that Spanish vessels shall be received in the ports of the United States on the same footing as American vessels, and the royal order will be in force in regard of our vessels as soon as notice will be given to the Spanish government that a proclamation accordingly and in conformity with section 3, of the act of 1832, and section 5, of the act of 1834, respecting the discriminating tonnage duty, has been issued by the President of the United States.

Concerning the amount of the retaliating duty to be charged on goods exported for Porto Rico in Spanish vessels clearing from the ports of the United States, reference can be made to the despatch No. 2, from this consulate, enclosing a relation of the differential duties exacted at Porto Rico upon goods, wares, and merchandises imported in vessels of the United States, and also to the general tariff of duties payable at the island of Porto Rico on importations of merchandises, of which a copy has been transmitted to the Department of State.

Mr. Jourdan to Mr. Seward.

No. 90.] UNITED STATES CONSULATE,
San Juan, Porto Rico, September 21, 1868.

SIR: Begging, respectfully, reference to my last despatch No. 89, in which I have given the required information concerning the rates of duty on tonnage levied in this island on Spanish and foreign vessels respectively, I complete now my general report on the discriminating duties by giving the rates of the differential duty exacted, in favor of Spanish bottoms, on goods, wares, and merchandises imported in foreign vessels.

The duties on imports at Porto Rico are regulated by a tariff of which I have the honor to transmit herewith a copy; a fixed value is assigned to each article, a charge of so much per centum *ad valorem* is exacted accordingly, and an additional rate, varying from six and a half to nine per centum, is levied in favor of Spanish bottoms on goods imported in foreign vessels, as it may be seen in the respective columns of the tariff. Certain articles are admitted free from import duty without exception of flags and from whence imported, and a few others pay only an import duty of one per centum *ad valorem*, when imported by foreign vessels.

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In order that the discriminating duty may be well understood and regulated by the collectors of customs in the ports of the United States, I enclose a relation of the most part of the articles imported into this island from the United States, with the differential duty affixed to each one, and table B shows the articles admitted free of duties and on which no retaliating duty is to be exacted.

By consulting both tables A and B, and the tariffs of imports annexed, a correct work will be made; however, after a due examination and calculation of the differential rate of duty assigned to each article, considering the description of goods more generally imported by American vessels, I take the liberty to suggest a general countervailing duty of seven per centum on all goods exported from the United States in Spanish vessels clearing out for Porto Rico, the said duty payable in gold without any reduction on account of our actual currency, because the value assigned here by the Spanish tariff to our articles of importation exceeds the original cost, and therefore increases proportionally the additional duty.

An average charge of seven per centum on the amount of the invoices would save time and facilitate greatly the operation at our customs, when at the same time it may be considered as a fair and reasonable retaliating duty; but the charge of seven per cent. would not include wheat flour, on which three dollars and fifty cents gold should be charged per barrel, nor the guano, machinery, apparatus of all sorts, and trees, plants and seeds, subject only to a discriminating duty of one per centum.

It remains only now to call the attention of the Hon. Secretary of the Treasury to the royal order published by the Spanish government on the 10th of December, 1867, on account of the tornado and earthquakes suffered last year at Porto Rico and in force since the 5th of January, 1868. By the said royal decree the articles of general consumption have been declared free from duties without restriction of flag, or from whence imported, and the most part of them proceed from the United States.

My enclosure herewith, table C, gives an exact relation of the articles now free from import duties; but this exemption is not definitive, being declared upon condition that eight months' notice will be given before any alteration can be made to that decree. It seems right, however, that no countervailing duty should be charged on Spanish vessels clearing now for Porto Rico from the ports of the United States, respecting the articles which are now admitted free from duties in the ports of this island, not existing at present a differential duty, and the retaliating duty having only in view to equalize our vessels and cargoes in the ports of Cuba and Porto Rico.

The act of June 30, 1834, authorizes the President of the United States to abolish the discriminating duties on goods, wares and merchandise exacted from Spanish vessels clearing from the ports of the United States for Cuba and Porto Rico, as soon as satisfactory evidence will be produced that the differential duties levied in favor of Spanish bottoms upon the cargoes of American vessels in the colonial ports of Spain have been abolished; but will the President of the United States consent to proclaim a reciprocal but temporary suspension of the retaliating duty, limited to the articles at present free from duties at Porto Rico, and subject to be annulled, if the former duties with the differential rates in favor of Spanish bottoms are re-established by the Spanish government?

It will be said that the eight months' notice given before any variation can be made to the royal disposition now in force will allow a sufficient time to our consul at Porto Rico to transmit timely advice to the Department of State, and therefore to re-establish in due time the retaliating

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duty. Certainly, considering the interest of our navigation and commerce at Porto Rico, it would be desirable that things would stand here as they are now; the actual exemption from duties favors greatly the importation on a large scale of our flour and provisions of every description; besides, Spanish vessels, even placed on the same footing as ours, will never stand in competition with American vessels for freight and insurance; but I have no faith in the stability of the actual exemption from import duties; there is now a deficit in the revenue of the customs since the 5th of January, compared with the same period last year, of nearly $600,000, and to cover it the local government has found no other expedient but to double the rates of taxes on agriculture, commerce, and industry, making thus illusory, in fact, the benefit intended by the exemption from duties declared on the articles of general consumption, and creating a considerable dissatisfaction and fermentation through the whole island. I would not be surprised that the governor of Porto Rico would advocate before long the former import duties, that is to say, if he has not done it already.

It is therefore a matter of consideration for the United States government to decide if a temporary suspension of the retaliating duty is to be proclaimed on those articles now free from duties.

Hoping that the preceding informations, with the tables annexed, will be sufficient to remove any uncertainty prevailing in the Treasury Department as to the precise rates of the countervailing duties which, in compliance with the act of 1834, are to be paid by Spanish vessels coming and clearing to and from the ports of the United States for Porto Rico, I have the honor to be, sir, with the highest consideration, your most obedient servant,

A. JOURDAN,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

A.

CONSULATE OF THE UNITED STATES OF AMERICA AT SAN JUAN, PORTO RICO.

Rates of the differential duty exacted from foreign vessels in the ports of entry of the island of Porto Rico on importations of goods, wares, and merchandise.

Breadstuffs:	
Flour, (wheat,) per barrel	$3 50
Corn meal, rye flour, per centum ad valorem	8¼
Pilot bread, crackers, per centum ad valorem	9
Candles;	
Wax and tallow, per centum ad valorem	9
Sperm and stearine, per centum ad valorem	7
Cooperage stock: Shooks and hoops, per centum ad valorem	6¼
Clothing:	
Ready-made and wearing apparel of all kinds, boots and shoes, per centum ad valorem	9
Manufactured goods made of cotton, silk, linen, &c., per centum ad valorem	7

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Drugs and dyes:
Medical preparations, castor oil, articles in a crude state, roots and leaves, gums, barley, &c., &c., salts, spirits, acids, acetates, &c., mineral waters, Florida water and perfumes, &c., per centum ad valorem $0 07

Fish:
Smoked, salted, dried or pickled, dry cod, haddock, mackerel, herrings, per centum ad valorem 6¼
Salmon, per centum ad valorem 7
Smoked herrings in boxes, sardines in oil, per centum ad valorem 9

Fruits, preserved in sugar, brandy, molasses, ice, sweetmeats, prepared meats, &c., vegetables, fish, &c., in cans or otherwise, per centum ad valorem 9

Glass, cut, earthen, china or stone-wares of all kinds, plates, vessels, glass tumblers, &c., per centum ad valorem 9

Guano, manures or substances used for, per centum ad valorem 1

Living animals:
Horses, (gelding,) asses, mules, &c., per centum ad valorem 7

Hardware:
Cutlery, hoes, spades, iron chests, iron chairs, iron balconies, per centum ad valorem 7

Iron in bars, blooms, bolts, pigs, castings, sheeting, &c., per centum ad valorem 7

Lumber:
Boards, planks, scantlings and shingles, per centum ad valorem 6¼

Machinery and apparatus of every description:
Steam engines and mills, stills for distilleries, per centum ad valorem 1

Naval stores:
Tar, rosin, pitch, spirits of turpentine, cable and cordages, oakum, &c., per centum ad valorem 9

Oats, per centum ad valorem 9

Oils:
Almond, sperm, neats-foot, linseed, per centum ad valorem. 7
Petroleum, kerosene and all other coal oil, per centum ad valorem 7

Paints, dry or ground in oil, of all sorts, per centum ad valorem. 7

Provisions:
Smoked, salted or pickled beef, pork, bacon, per centum ad valorem 6¼
Jerked beef, lard, butter and cheese, per centum ad valorem. 7
Hams and shoulders, per centum ad valorem 0

Rice, per centum ad valorem 9

Salt, fixed duty, without distinction of flag.

Soap, yellow or castile, &c., per centum ad valorem 9

Spices:
Cassia, cloves, nutmegs, &c., per centum ad valorem 7
Black pepper, cayenne, pimento, &c., per centum ad valorem 9

Spirituous or fermented beverages:
Brandy, whiskey, gin, liquors of all kinds, beer, ale, porter, and cider, per centum ad valorem 9

Sugar, refined, fixed duty, without distinction of flag.

Tea of all kinds, per centum ad valorem 7

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Tobacco, manufactured or in leaf, fixed duty, without distinction of flag.	
Trees, plants and seeds, per centum ad valorem	$0 01
Vegetables:	
Apples, potatoes, peas, beets, &c., per centum ad valorem.	7
Beans, onions, turnips, cabbages, per centum ad valorem.	9
Wines of all kinds and vinegar, per centum ad valorem	9
Metals:	
Zinc, steel, tin, lead, and copper, in bars, pigs, sheeting, plates, sheets, &c., per centum ad valorem	7
Manufactured articles, as matches, fire-crackers, brooms, combs of all kinds, buttons, grindstones, ploughs, per centum ad valorem	7
Wrapping paper, books, maps, and charts, wooden pails, tubs, per centum ad valorem	9
Jewelry, real, gold and silver, per centum ad valorem	2
Jewelry, imitation of every description, per centum ad valorem.	7

The preceding relation contains the most part of the articles of a general importation from the United States.

B.

Relation of articles exempt from import duty without distinction of flag.

Bristol quick-lime.
Coal.
Copper and iron clarifiers for sugar estates.
Copper and iron boilers for sugar estates.
Copper and iron sugar pans for sugar estates.
Iron axles for sugar estates.
Casting tops for axles for sugar estates.
Furnace iron mouths for sugar estates.
Iron crowns for sugar estates.
Iron log wheels for sugar estates.
Iron dampers (half doors) for sugar estates.
Iron dies and skimmers for sugar estates.
Iron grate bars for sugar estates.
Iron mould for refining sugar for sugar estates.
Iron rollers for sugar estates.
Iron pumps and tubes for sugar estates.
Iron tanks for sugar estates.
Iron spare pieces for machinery, mills, &c., for sugar estates.
Gold and silver in bars or coin.
Ice.
Leeches.
Tan bark.
Stallions, mares, and asses.

C.

Relation of articles declared exempt from import duty by royal decree of December 10, 1867, on account of the tornado and earthquakes suffered at Poto Rico in the months of October and November, 1867, and in force in this island since January 5, 1868. Eight months' notice to be given before any alteration can be made to that disposition.

Breadstuffs.—Wheat and rye flour, corn-meal, and other cereals.
Fish.—Dry, salted, smoked, and pickled, dry cod, mackerel, herrings, and sardines.
Guano.—Manures and other natural and artificial composts, &c.
Living animals.—All kinds of cattle, cows, horses, mares, mules, asses, sheep, hogs, and live fish.

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Lumber of every description, boards, planks, scantling, shingles, timber, &c.; wooden frame houses; nails for the same.

Machinery and all sorts of mechanical apparatus for boring artesian wells and agricultural purposes, steam engines, agricultural instruments, mills and machinery for the cultivation and collection of coffee, cocoa, corn, &c.; spare pieces for the same.

Mineral.—Coal and charcoal.

Oil.—Olive, in casks and bottles.

Provisions—Jerked beef, dry, salted, smoked, and pickled beef and pork, mutton, hams and shoulders, bacon, lard, butter, cut meats.

Rice.—Arrowroot and similar feculas.

Vegetables.—Grains, Spanish peas, beans of all kinds, onions, corn, lentils, oats, seeds of similar description, garlic and all sorts of esculent plants, potatoes, garden products.

Trees.—Plants and seeds, and all articles contained in table B not enumerated in the preceding relation.

Mr. McCulloch to Mr. Seward.

TREASURY DEPARTMENT, *October* 21, 1868.

SIR: I have the honor to acknowledge the receipt of your several communications relative to the decree of the Spanish government to equalize the exaction of navigation and port dues in the islands of Cuba, Porto Rico, and the Philippines, of foreign and Spanish vessels.

My reply has been delayed from a question having arisen as to the construction of the phrase in the decree "for the collection of navigation and port dues," and a doubt whether any action of the President or of this department was authorized under the acts of 1832 and 1834 in the present state of the case. The enclosed brief sets forth the difficulties which have presented themselves to my mind. Possibly, however, the above-named phrase may admit of a more comprehensive construction, which a further correspondence with the Spanish minister might satisfactorily settle. In view of such satisfactory explanation, I have prepared a circular, which I herewith submit. Anything that I can lawfully do towards reducing the onerous duties hitherto required from vessels of both nations engaged in this trade, I shall take great pleasure in doing.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. WILLIAM H. SEWARD,
Secretary of State.

TRADE WITH CUBA AND PORTO RICO.

The decree of the Spanish government, dated June 4, 1868, so far as it relates to the islands of Porto Rico and Cuba, places vessels of all nations, which concede equal benefits in their respective territory and possession beyond sea to vessels of the Spanish marine coming from the ports of those islands, on the same footing with Spanish vessels "for the collection of navigation and port dues."

The 3d section of the act of August 3, 1846, (Heyl's Digest, 293,) provides, "That no discriminating tonnage duties shall be levied on Span-

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ish vessels coming from foreign countries, except those coming from Cuba and Porto Rico."

It is evident that nothing remains to be done by the United States government in response to the decree, save in regard to Cuba and Porto Rico; and here stands the case with these islands.

The acts of July 13, 1832, and June 30, 1834, (Heyl, 244 and 250,) regulated the tonnage charges on Spanish vessels trading between them and the United States prior to the passage of the tariff act of July 14, 1862. The 2d section of the first-named act provides "that vessels owned wholly by Spanish subjects, coming from any of the colonies of Spain, either directly or after touching at any other port or place, shall pay in the ports of the United States the same rate of duty on tonnage that shall be levied on American vessels in the Spanish colonial port from whence such Spanish vessel shall have last departed; the said amount to be ascertained by the Secretary of the Treasury, who is hereby authorized, from time to time, to give directions to the officers of the customs of the United States for the collection of such duties, so as to conform the said duties to any variation that may take place in the duties levied on American vessels in such Spanish ports.

The 1st section of the act of 1834 imposes upon Spanish vessels coming from Cuba or Porto Rico, either directly or indirectly, "such further tonnage duty, in addition to the tonnage duty which may be payable under any other law, as shall be equivalent to the amount of discriminating duty that would have been imposed on the cargoes imported in the said vessels respectively, if the same had been exported from the port of Havana, in American bottoms;" and the 2d section provides, "that before any such vessel shall be permitted to clear out or depart from a port of the United States, with a cargo which shall be directly or indirectly destined to either of the said islands, the said vessel shall pay such further tonnage duty as shall be equivalent to the amount of discriminating duty that would be payable, for the time being, upon the cargo, if imported into the port of Havana in an American bottom."

It will be seen that the additional tonnage duties imposed by this act are to be equivalent to the amount of discriminating duties imposed at the port of Havana, not upon the tonnage capacity of vessels, but upon the cargoes imported and exported at that port in American bottoms. It seems to me very clear that the decree of the Spanish goyernment does not, in any way, change or affect this discriminating duty upon cargoes of American bottoms, and that, therefore, no action of the President or Secretary of the Treasury can be based, in the present state of the case, upon the provisions of the 4th or 5th section of this act.

Whether they, or either of them, can do anything under the act of 1832 seems to me to depend entirely upon the construction given to the words "navigation and port dues" in the decree. If they do not include tonnage duty I do not see that anything can be done even under that act. If tonnage duties are included, then probably the discriminating tonnage duties levied on Spanish vessels in our ports under that act ought to be abolished. But neither the despatches of the United States consul nor the letters of the Spanish minister seem to me to afford any additional light upon this subject, as both adhere strictly to the very language of the decree, "navigation and port dues." It seems to me, therefore, that the first and only thing at present to be done is to ascertain what the Spanish government intended to include in these words.

In regard to the abolition of duties upon certain importations into Porto Rico, of which notice was given in the consular despatch of January 7, 1868, No. 22, Congress alone can act; as we have seen that the

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act of 1834 requires the discriminating duty under its provisions to be regulated by the Spanish exactions upon cargoes imported or exported at Havana, without regard to the duties at the actual port of importation or exportation, whether in Cuba or Porto Rico.

The 917th act of the General Treasury Regulations of 1857 (pp. 486-87–88) gives the rule for the assessment of tonnage duties on the vessels in question previous to the tariff acts of 1862 and 1865. Under these acts (Heyl, 419 and 462,) a tonnage duty of 30 cents per ton is required to be paid on all vessels entering at our custom-houses "in addition to any tonnage duty then (1862) imposed by law."

Respectfully submitted.

TREASURY DEPARTMENT,
October 21, 1868.

The Spanish government having decreed that "in the islands of Cuba, Porto Rico, and the Philippines there shall be regarded on equal footing with Spanish vessels, for the collection of navigation and port dues, vessels of all nations which concede equal benefits in their respective territory and possession beyond sea to vessels of the Spanish marine coming from the ports of those islands and ports of the peninsula and islands adjacent;" and the third section of the act of August 3, 1846, (chapter 75,) having provided "that no discriminating duties shall be levied on Spanish vessels coming from foreign countries, except those coming from Cuba or Porto Rico," so that no change of the regulations in regard to the Philippine islands is necessary, it is hereby ordered that the discriminating tonnage duties now exacted from Spanish vessels trading between our ports and those of Cuba or Porto Rico be so modified as to equalize the same with the charges which shall appear to be made under the provisions of the said decree at the ports of Cuba and Porto Rico respectively, whether in the form or name of tonnage duties or import or export duties on cargoes.

———— ————,
Secretary of the Treasury.

COLLECTORS OF CUSTOMS.

Mr. Seward to Mr. Goñi.

DEPARTMENT OF STATE,
Washington, October 27, 1868.

SIR: With reference to your note of the 11th of August last, accompanied by a copy of a decree of her Catholic Majesty's government, purporting to abolish certain discriminating duties on United States vessels entering ports of the islands of Cuba and Porto Rico, I have the honor to inform you that the Secretary of the Treasury, to whom your communication was referred, is of the opinion that the terms of that decree are not clear enough to warrant him, pursuant to law, in recommending that the measure be reciprocated in regard to Spanish vessels in the ports of the United States. A copy of his letter to this department of the 21st instant on the subject, and of the accompanying papers, is herewith enclosed, in order that your government may furnish such explanations as may be deemed satisfactory.

I avail myself of this occasion, sir, to offer to you assurances of very high consideration.

WILLIAM H. SEWARD.

Señor DON FACUNDO GOÑI, *&c., &c., &c.*

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Mr. Seward to Mr. Hale.

No. 133.] DEPARTMENT OF STATE,
Washington, October 27, 1868.

SIR: I enclose herewith, for your information, a transcript of a communication of the 21st instant from the Secretary of the Treasury, to whom was referred a copy of a royal decree issued on the 4th of June last by her Catholic Majesty's government, purporting to abolish certain discriminating duties on United States vessels entering ports of islands of Cuba and Porto Rico, from which it will be seen that the Secretary of the Treasury is of the opinion that the terms of that decree are not clear enough to warrant him, pursuant to law, to recommend that the measure be reciprocated in regard to Spanish vessels in the ports of the United States.

A copy of the communication above referred to has also been given to the Spanish minister in Washington, with a suggestion that his government furnish such explanations as may be deemed satisfactory.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

JOHN P. HALE, Esq., *&c., Madrid.*

No. 23.] UNITED STATES CONSULATE,
Bilbao, November 25, 1868.

SIR: I have the honor to inform you that according to a decree published at Madrid on the 23d instant, the present government has ordered that from and after the 1st of January, 1869 the differential duties hitherto existing shall cease on all goods except the following, viz: pig iron, machinery, glass, earthenware, butter, tar and pitch, oils, and marbles, on which an additional duty of one real per 100 kilograms will be levied; further, woven goods, iron, other classes, spirit, yarns, paper, alum, sulphur, soda, sulphuric acid, chlorate of lime, potash, salpetre, gums, cheese, tin, copper and brass in bars or plates, hemp, flax and furniture, on which articles five reals per 100 kilograms; and lastly, sugar, coffee, cocoa, codfish, cotton (raw,) cinnamon, hides, and wax, on which ten reals per 100 kilograms will be leviable, over and above the regular customs duties, whenever imported under foreign flag; these additional duties, however, only to remain in force till the 1st of January, 1872, after which date differential duties will be abolished completely. The same decree permits the "flagging" of foreign-built vessels, whatever be their tonnage, subject to a duty varying from 50 to 130 reals a ton, and reduces to 10 reals a ton the port charges leviable on foreign-going vessels of all nations when arriving with cargoes.

From the above it will be observed that in carrying grain, timber, tobacco, and a great many other articles, foreign vessels will, from the 1st of January next, be on exactly the same footing as those of Spain. As to those articles on which differential duty is still maintained, the latter is considerably reduced, as may be seen from the following statement of what some of the principal imports have paid hitherto when on foreign bottom, besides the regular customs duties; for instance: cotton, raw, an additional duty of 36 reals per 100 kilograms; cotton yarn an additional duty of 175 reals per 100 kilograms; cotton woven goods an additional duty of 245 reals per 100 kilograms; codfish an additional duty of 23 reals per 100 kilograms; coffee, American, an additional duty

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of 25 reals per 100 kilograms; coffee, Manila, an additional duty of 61 reals per 100 kilograms; sugar, Cuba, an additional duty of 19 reals per 100 kilograms; sugar, Manila, an additional duty of 69 reals per 100 kilograms; iron, pig, an additional duty of 3 reals per 100 kilograms; iron, other classes, an additional duty of 6 to 28 reals per 100 kilograms.

In the interest of commerce it is to be hoped that the Cortes may approve of this law without listening to the complaints of ship-owners and manufacturers.

I have the honor to be, sir, your most obedient servant,

LORENTZ DAHL.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington.

Mr. Jourdan to Mr. Seward.

No. 73.] UNITED STATES CONSULATE,
San Juan, Porto Rico, July 5, 1868.

SIR: I have the honor to inform you that by a royal order, dated June 4, 1868, and published on the 4th instant, the differential duties, as far as respects the tonnage dues and port charges imposed in favor of Spanish vessels, have been abolished. Foreign vessels shall be admitted in the ports of Cuba, Porto Rico, and Philippine islands on the same footing as Spanish vessels and shall pay the same navigation and port duties, on condition that the Spanish vessels coming either from the said islands, or from the ports of Spain and her neighboring islands, shall be entitled to the same benefit in the ports of the respective nations where they will arrive.

The above decree is to take effect from the time of the notification being given by the representatives of the respective nations that a reciprocal benefit in favor of Spanish vessels in their territories has been agreed upon and proclaimed by their governments.

According to the act of June 30, 1834, Spanish vessels from Cuba and Porto Rico pay in the ports of the United States a tonnage duty equal to discriminating duty on American bottoms and clearing out, excepting for Cuba and Porto Rico are obliged to give bond that no part of the cargo shall be landed in those islands. By section five of the same act, on evidence of Spain having abolished the discriminating duties, or whenever, in his opinion, a satisfactory arrangement upon the subject of said duties shall have been made between the United States and Spain, the President of the United States is authorized to declare the same by proclamation, and therefore the act shall cease to have any further force and effect. As far as this island is concerned, the royal decree of June 4, 1868, has declared that foreign vessels shall pay the same tonnage dues and port charges as paid by Spanish vessels, but goods, wares, and merchandise will continue to be imposed with a differential duty in the ports of Porto Rico in favor of Spanish bottoms; on this matter I beg respectfully to observe that on account of the hurricane and earthquakes suffered lately at Porto Rico, many articles of general consumption have been declared free of import duties by a royal decree published on the 4th of January last, and eight months' notice are to be given before any alteration can be made in this disposition, therefore the differential duty on tonnage dues and certain articles, of which a list was given in my despatch No. 22, (January 7, 1868,) has ceased in fact in the ports of Porto Rico, and accordingly a reciprocal benefit is to be expected in the ports of the United States in favor of Spanish vessels.

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The captain general of this island has manifested to me that, as soon as he will receive the official notification of the acquiescence of the President of the United States to the royal decree of June 4, 1868, orders shall be issued immediately to the collectors of customs in the different ports of this island for its compliance in favor of American vessels, and he expects also that the discriminating duty now imposed on Spanish vessels clearing out from the United States with cargoes for Porto Rico will cease to have any further effect, not only as respects the tonnage dues, but also the goods, wares, and merchandises, or at least on those articles which are now admitted free of import duties from the United States.

In my despatch No. 2, June 20, 1867, I have given a relation of the differential duties in favor of Spanish bottoms, and my despatch No. 22, January 7, 1868, shows the articles now free of import duties. Herewith I transmit a note of the actual tonnage dues and port charges paid by Spanish vessels in the ports of Porto Rico.

I have the honor to be, sir, with high consideration, your most obedient servant,

A. JOURDAN,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.

Port charges paid by Spanish vessels at the island of Porto Rico.

Tonnage fees on every ton per register	$0 37½
For clearing the harbor on every ton	12½
For light-house dues on every ton	3
And for every additional ton over 150 tons	1
Pilotage in and out	17 00
Anchorage	2 00
And for every time the anchor is moved	2 00
To the captain of the port	6 00
Sanitary visit	4 00
Morro pass	50
Stamp paper (vessel in ballast)	1 00
Stamp paper with cargo outward not exceeding $1,000	1 25
Stamp paper with cargo outward not exceeding $2,000	2 25
Stamp paper with cargo outward exceeding $2,000	9 00
Interpreter fees for foreign vessels	8 00

UNITED STATES CONSULATE,
San Juan, Porto Rico, July 5, 1868.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 47.

APPROPRIATIONS FOR SENECA AND SHAWNEE INDIANS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

SUBMITTING

Estimates for treaty stipulations with the Shawnee and Seneca Indians.

JANUARY 18, 1869.—Referred to the Committee on Appropriations and ordered to be printed

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 18, 1869.

SIR: I have the honor to transmit to Congress, herewith, a copy of a communication, dated the 16th instant, from the Commissioner of Indian Affairs, with the estimate therein submitted of appropriations required for fulfilling treaty stipulations with the Senecas, mixed Senecas and Shawnees, Quapaws, Confederated Peorias, Kaskaskias, Weas and Piankeshaws, Ottawas of Blanchard's Fork and Roche de Bœuf, and certain Wyandotts, under treaty with said Indians of February 23, 1867, for the fiscal year ending June 30, 1870.

A copy of the treaty referred to is also herewith transmitted.

Very respectfully, your obedient servant,

O. H. BROWNING, *Secretary*.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

DEPARTMENT OF THE INTELIOR, OFFICE OF INDIAN AFFAIRS,
Washington, D. C., January 16, 1869.

SIR: I have the honor to enclose herewith an estimate of appropriations required for fulfilling treaty stipulations with the Senecas, mixed Senecas and Shawnees, Quapaws, Confederated Peorias, Kaskaskias, Weas and Piankeshaws, Ottawas of Blanchard's Fork and Roche de Bœuf, and certain Wyandotts, under treaty (copy herewith) of February 23, 1867, for the fiscal year ending June 30, 1870.

All the items in the estimate, except the two made under the 12th and 13th articles, are fixed by the terms of the treaty, and therefore no explanation thereof is deemed necessary.

From the best information this office has in regard to the claims of the Senecas, mixed Senecas and Shawnees, and Quapaws, for losses by

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the war, it will take the commissioners appointed to investigate them from four to six months to perform the labor. They will, necessarily, have a large amount of travelling to do, and many incidental expenses to incur that cannot be avoided. The amount asked for in the estimate for this purpose, is believed to be no more than will be required.

The gentlemen appointed to ascertain and report the amount of money, if any, due by the United States to the Wyandotts, under the 13th article of said treaty, are now engaged upon the duties assigned them, and, from present appearances, they will probably be occupied from two to three months. There being no room in this bureau that could be assigned for their use, the office was obliged to procure rooms for them outside, which will somewhat increase the cost of the examination. It may be found necessary, also, for them to go to Kansas to take testimony respecting some of the items mentioned in Schedule A, appended to the treaty; and if they do have to perform this labor the sum asked for in the estimate, it is thought, will be actually required for the purpose.

I respectfully request that the enclosed estimate be laid before Congress for its action.

Very respectfully, your obedient servant,

N. G. TAYLOR, *Commissioner.*

Hon. O. H. BROWNING,
Secretary of the Interior.

Estimate of appropriation required for fulfilling treaty stipulations with the Senecas, mixed Senecas and Shawnees, Quapaws, Confederated Peorias, Kaskaskias, Weas and Piankeshaws, Ottawas of Blanchard's Fork and Roche de Bœuf, and certain Wyandotts, under treaty of February 23, 1867, for the fiscal year ending June 30, 1870.

To pay for 20,000 acres of land ceded to the government by the Senecas, per 1st article treaty February 23, 1867	$20,000
To pay for 30,000 acres of land ceded to the government by the Senecas, per 2d article treaty February 23, 1867	24,000

PROVISIONS RELATING TO SHAWNEES.

For amount to be advanced to the Shawnees to be used in establishing their homes, per 8th article treaty February 23, 1867	2,000
For first of five instalments for blacksmith and assistant, shop and tools, and iron and steel for shop, per 8th article treaty February 23, 1867	500

PROVISIONS RELATING TO QUAPAWS.

For amount to be paid to the Quapaws to assist them in re-establishing themselves at their homes upon their remaining reservation, per 9th article treaty February 23, 1867	5,000

CLAIMS FOR LOSSES BY THE WAR.

To pay a commission, not to exceed two persons, to be appointed by the Secretary of the Interior, who shall proceed to the country of the Senecas, mixed Senecas and Shawnees, and Quapaws, and make careful investigations of their claims for losses, per 12th article treaty February 23, 1867	4,000

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PROVISIONS RELATING TO THE WYANDOTTS.

To pay for the services of three persons, to be appointed by the Secretary of the Interior, to ascertain and report the amount of money, if any, due by the United States to said Indians under existing treaties, &c., per 13th article treaty February 23, 1867	$3,000

PROVISONS RELATING TO THE OTTAWAS.

To pay the claim of J. F. Jones, being for destruction by fire of his dwelling and other property by whites in 1856, per 18th article treaty February 23, 1867	6,700

PROVISIONS RELATING TO THE PEORIAS, KASKASKIAS, WEAS AND PIANKESHAWS.

To amount to be paid per capita from the sum of $169,686 75 invested for said Indians, per act of Congress July 12, 1862, per 24th article treaty February 23, 1867	25,000
For this amount to be taken from the invested fund of said Indians and to be paid to the tribe per capita, to assist them in establishing themselves on their new homes, per 24th article treaty February 23, 1867	30,000
For this amount, being the balance of interest, at five per cent. per month, on $39,950 held by the United States from July, 1857, till vested in Kansas bonds in December, 1861, per 24th article treaty February 23, 1867	3,700
For first of six instalments for pay of blacksmith, and for necessary iron and steel and tools, per 27th article treaty February, 1867	1,500
Total	125,400

TREATY BETWEEN THE UNITED STATES OF AMERICA AND THE SENECAS, MIXED SENECAS AND SHAWNEES, QUAPAWS, CONFEDERATED PEORIAS, KASKASKIAS, WEAS, AND PIANKESHAWS, OTTOWAS OF BLANCHARD'S FORK AND ROCHE DE BŒUF, AND CERTAIN WYANDOTTES, CONCLUDED FEBRUARY 23, 1867; RATIFICATION ADVISED, WITH AMENDMENTS, JUNE 18, 1868; AMENDMENTS ACCEPTED SEPTEMBER 1, 7, 8, AND 15, 1868; PROCLAIMED OCTOBER 14, 1868.

ANDREW JOHNSON, PRESIDENT OF THE UNITED STATES OF AMERICA,

To all and singular to whom these presents shall come, greeting:

Whereas a treaty was made and concluded at the city of Washington, in the District of Columbia, on the twenty-third day of February, in the year of our Lord one thousand eight hundred and sixty-seven, by and between Lewis V. Bogy, William H. Watson, Thomas Murphy, George C. Snow, and G. A. Colton, commissioners on the part of the United States, and certain chiefs, delegates, and headmen of the Senecas, mixed Senecas and Shawnees, Quapaws, confederated Peorias, Kaskaskias, Weas, and Piankeshaws, Miamies, Ottawas of Blanchard's Fork and Roche de Bœuf, and certain Wyandottes, on the part of said Indians, and duly authorized thereto by them, which treaty is in the words and figures following, to wit:

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Articles of agreement concluded at Washington, D. C., the 23d day of February, 1867, between the United States, represented by Lewis V. Bogy, Commissioner of Indian Affairs, W. H. Watson, special commissioner, Thomas Murphy, superintendent of Indian affairs, George C. Snow, and G. A. Colton, United States Indian agents, duly authorized, and the Senecas, represented by George Spicer and John Mush; the mixed Senecas and Shawnees, by John Whitetree, John Young, and Lewis Davis; the Quapaws, by S. G. Vallier and Ka-zhe-cah; the confederated Peorias, Kaskaskias, Weas, and Piankeshaws, by Baptiste Peoria, John Mitchell, and Edward Black; the Miamies, by Thomas Metosenyah and Thomas Richardville, and the Ottowas of Blanchard's Fork and Roche de Bœuf, by John White and J. T. Jones, and including certain Wyandott[e]s, represented by Tauromee, or John Hat, and John Karaho.

Whereas it is desirable that arrangements should be made by which portions of certain tribes, parties hereto, now residing in Kansas, should be enabled to remove to other lands in the Indian country south of that State, while other portions of said tribes desire to dissolve their tribal relations and become citizens; and whereas it is necessary to provide certain tribes, parties hereto, now residing in the Indian country, with means of rebuilding their houses, reopening their farms, and supporting their families, they having been driven from their reservation early in the late war, and suffered greatly for several years, and being willing to sell a portion of their lands to procure such relief; and whereas a portion of the Wyandottes, parties to the treaty of 1855, although taking lands in severalty, have sold said lands and are still poor, and have not been compelled to become citizens, but have remained without clearly recognized organization, while others who did become citizens are unfitted for the responsibilities of citizenship; and whereas the Wyandottes, treated with in 1855, have just claims against the government, which will enable the portion of their people herein referred to to begin anew a tribal existence: Therefore it is agreed:

ARTICLE I.

The Senecas cede to the United States a strip of land on the north side of their present reservation in the Indian country; the land so ceded to be bounded on the east by the State of Missouri, on the north by the north line of the reservation, on the west by the Neosho river, and running south for the necessary distance, to contain 20,000 acres: for which the government is to pay $20,000 upon the ratification of this treaty; the south line of said tract to be ascertained by survey, at the cost of the United States.

ARTICLE II.

The Senecas now confederated with the Shawnees, and owning an undivided half of a reservation in the Indian country immmediately north of the Seneca reservation mentioned in the preceding article, cede to the United States one-half of said Seneca and Shawnee reserve, which it is mutually agreed shall be the north half, bounded on the east by the State of Missouri, north by the Quapaw reserve, west by the Neosho river, and south by an east and west line bisecting the present Seneca and Shawnee reserve into equal parts, the said line to be determined by survey, at the expense of the United States; for which tract of land, estimated to contain about 30,000 acres, the United States will pay the sum of $24,000.

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ARTICLE III.

The Shawnees, heretofore confederated with the Senecas, cede to the United States that portion of their remaining lands, bounded as follows: Beginning at a point where Spring river crosses the south line of the tract in the second article ceded to the United States; thence down said river to the south line of the Shawnee reserve; thence west to the Neosho river; thence up said river to the south line of the tract ceded in the second article; and thence east to the place of beginning; supposed to contain about 12,000 acres, the area to be ascertained by survey, at the expense of the United States; the United States to pay for the same at the rate of one dollar per acre, as soon as the area shall be ascertained.

ARTICLE IV.

The Quapaws cede to the United States that portion of their land lying in the State of Kansas, being a strip of land on the north line of their reservation, about one-half mile in width, and containing about twelve sections in all, excepting therefrom one half section to be patented to Samuel G. Vallier, including his improvements. Also, the further tract within their present reserve, bounded as follows: Beginning at a point in the Neosho river, where the south line of the Quapaw reserve strikes that stream; thence east three miles; thence north to the Kansas boundary line; thence west on said line to the Neosho river; thence down said river to the place of beginning; and the United States will pay to the Quapaws for the half-mile strip lying in Kansas at the rate of one dollar and twenty-five cents per acre, whenever the area of the same shall be ascertained; and for the other tract described in this article at the rate of one dollar and fifteen cents per acre, whenever the area of the same shall be ascertained by survey, said survey to be made at the cost of the tribe to which said tract is herein provided to be sold; and the land in Kansas herein ceded shall be open to entry and settlement, the same as other public lands, within sixty days after the completion of the survey thereof.

PROVISIONS RELATING TO THE SENECAS.

ARTICLE V.

The Senecas now confederated with the Shawnees, the said Shawnees thereto consenting, agree to dissolve their connection with the said Shawnees, and to unite with the Senecas, parties to the treaty of February 28, 1831, upon their reservation described in article second of said treaty; and the several bands of Senecas will unite their funds into one common fund for the benefit of the whole tribe; and an equitable division shall be made of all funds or annuities now held in common by the Senecas and Shawnees.

ARTICLE VI.

Of the sum of $24,000 to be paid to the Senecas, as provided in the second article, the sum of $4,000 shall be paid to them immediately after the ratification of this treaty, to enable them to re-establish their homes and provide themselves with agricultural implements, seed, and provisions for themselves and their families; and the balance of the said first-mentioned sum, being $20,000, shall be consolidated with the $20,000 in the first article provided to be paid, and invested for the tribe of Senecas, as constituted by this treaty, at five per cent. interest, to be paid per capita semi-annually; and their annuity of $500 in specie, provided by article four of the treaty of September 29, 1817, shall likewise become the common property of the tribe.

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ARTICLE VII.

The amount annually due the Senecas under the provisions of article four of the treaty of February 28, 1831, for blacksmith, after their separation from the Shawnees, shall be annually paid to them as a national fund, to enable them to purchase such articles for their wants and improvements in agriculture as the chiefs, with the consent of their agent, may designate; and this provision shall apply also to the fund for support of a miller belonging to the Senecas heretofore occupying the southernmost reserve referred to in this treaty; and there shall be added to the said fund whatever amount belonging to either band of the Senecas shall be found due and unpaid upon an examination of their accounts with the government, and particularly the amount of bonds and stocks invested in their name; and the interest thereon shall be annually paid to the said Senecas for the purposes mentioned in this article.

PROVISIONS RELATING TO THE SHAWNEES.

ARTICLE VIII.

Of the amount in the third article provided to be paid to the Shawnees by the United States for the lands therein ceded, the sum of $2,000 shall be advanced to them to be used in establishing their homes, and the balance of the said amount shall be invested for the said tribe, under the name of Eastern Shawnees, and five per cent. be paid semi-annually thereon; and the amount due and unpaid upon the bonds or stocks invested in their name shall be paid to them, as well as the interest thereon hereafter to become due, to be used under the direction of the chiefs, with the consent of the agent, for the purchase of agricultural implements or other articles necessary for the general welfare of the people; and the one-half of the blacksmith fund remaining after the division to be made with the Senecas provided for in article five shall remain devoted to the same purpose, and the government will add thereto the sum of $500 annually for five years.

PROVISIONS RELATING TO THE QUAPAWS.

ARTICLE IX.

Of the amount to be paid to the Quapaws for the lands ceded by them in the fourth article of this treaty, the sum of $5,000 shall be paid to them upon the ratification of this treaty, to assist them in re-establishing themselves at their homes upon their remaining reservation; and the balance of said amount shall be invested as a permanent fund at five per cent. interest, payable per capita semi-annually.

ARTICLE X.

If the Osage mission school should be closed, so that the school fund of the Quapaws cannot be used for them to advantage at that institution, the said fund shall remain in the treasury of the United States until such time as it can, under the direction of the Secretary of the Interior, with the consent of the chiefs, be used to advantage in establishing a school upon their reservation.

ARTICLE XI.

The amount now due and unpaid for a farmer, under the provisions of the third article of their treaty of May 13, 1838, may be used by the chiefs and council for the purchase of provisions, farming implements,

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seed, and otherwise for the purpose of assisting the people in agriculture; and their annual income now paid for farmer shall hereafter be set apart for the purposes of assistance and improvement in agriculture.

CLAIMS FOR LOSSES BY THE WAR.

ARTICLE XII.

Whereas the aforesaid Senecas, mixed Senecas and Shawnees, and Quapaws were driven from their homes during the late war, and their property destroyed, the government being under obligations to protect them, but for the time unable to do so, it is agreed that a commission of not to exceed two persons shall be appointed by the Secretary of the Interior, who shall proceed to their country and make careful investigation of their claims for losses, and make full report of the same to the department; and the Secretary of the Interior shall, upon such report, make such awards as he may deem equitable and just; and upon such award the United States will pay the claimants the amounts declared to be due: *Provided*, That the sums so paid shall not exceed $35,000 for the Senecas, $25,000 for the Shawnees, and $30,000 for the Quapaws; and if the awards shall exceed such amounts in either case, the claimants shall be paid pro rata from the amount appropriated.

PROVISIONS IN RELATION TO THE WYANDOTTES.

ARTICLE XIII.

The United States will set apart for the Wyandottes, for their future home, the land ceded by the Senecas in the first article hereof, and described in said article, to be owned by the said Wyandottes in common; and in order to reorganize and provide for the said Wyandottes, many of whom have been in a disorganized and unfortunate condition since their treaty of 1855, it is provided that there shall be recognized as due and paid to the Wyandottes of all classes the sum of eighty-three thousand eight hundred and fourteen dollars and forty cents, as more particularly stated and described in the schedule annexed to this treaty, marked "A." A register of the whole people, resident in Kansas and elsewhere, shall be taken by the agent of the Delawares, under the direction of the Secretary of the Interior, on or before the first of July, 1867, which shall show the names of all who declare their desire to be and remain Indians, and in a tribal condition, together with incompetents and orphans, as described in the treaty of 1855; and all such persons, and those only, shall hereafter constitute the tribe: *Provided*, That no one who has heretofore consented to become a citizen, nor the wife or children of any such person, shall be allowed to become members of the tribe, except by the free consent of the tribe after its new organization, and unless the agent shall certify that such party is, through poverty or incapacity, unfit to continue in the exercise of the responsibilities of citizenship of the United States, and likely to become a public charge.

ARTICLE XIV.

Whenever the register in the next preceding article shall have been completed and returned to the Commissioner of Indian Affairs, the amount of money in said article acknowledged to be due to the Wyandott[e]s shall be divided, and that portion equitably due to the citizens of said people shall be paid to them, or their heirs, under the direction

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of the Secretary of the Interior; and the balance, after deducting the cost of the land purchased from the Senecas by the first article hereof, and the sum of $5,000 to enable the Wyandott[e]s to establish themselves in their new homes, shall be paid to the Wyandott[e] tribe per capita; and the United States further agree to pay to the said Wyandott[e]s the sum of $11,727 74, being the amount of taxes levied under the authority of the State of Kansas, contrary to the terms of the treaty of 1855, previous to the organization of the State government and for 5 years thereafter; in consideration of which the said Wyandott[e]s, receiving their portion of the said sum, shall in each case relinquish in writing by themselves, or through the Delaware agent as their guardian, all further claim against the United States as to matters relating to the said taxes.

ARTICLE XV.

All restrictions upon the sale of lands assigned and patented to "incompetent" Wyandott[e]s, under the 4th article of the treaty of 1855, shall be removed after the ratification of this treaty; but no sale of lands heretofore assigned to orphans or incompetents shall be made, under decree of any court, or otherwise, for or on account of any claim, judgment, execution or order, or for taxes, until voluntarily sold by the patentee or his or her heirs, with the approval of the Secretary of the Interior; and whereas many sales of land belonging to this class have heretofore been made, contrary to the spirit and intent of the treaty of 1855, it is agreed that a thorough examination and report shall be made, under direction of the Secretary of the Interior, in order to ascertain the facts relating to all such cases, and upon a full examination of such report, and hearing of the parties interested, the said Secretary may confirm the said sales, or require an additional amount to be paid, or declare such sales entirely void, as the very right of the several cases may require.

PROVISIONS RELATING TO THE OTTAWAS.

ARTICLE XVI.

The west part of the Shawnee reservation ceded to the United States by the third article is hereby sold to the Ottawas at $1 per acre; and for the purpose of paying for said reservation the United States shall take the necessary amount, whenever the area of such land shall be found by actual survey, from the funds in the hands of the government arising from the sale of the Ottawa trust lands, as provided in the 9th article of the treaty of 1862, and the balance of said fund, after the payment of accounts provided for in article 5 of the treaty of 1862, shall be paid to the tribe per capita.

ARTICLE XVII.

The provisions of the Ottawa treaty of 1862, under which all the tribe were to become citizens upon the 16th of July, 1867, are hereby extended for two years, or until July 16th, 1869; but at any time previous to that date any member of the tribe may appear before the United States district court for Kansas, and declare his intentions to become a citizen, when he shall receive a certificate of citizenship, which shall include his family, and thereafter be disconnected with the tribe, and shall be entitled to his proportion of the tribal fund; and all who shall not have made such declaration previous to the last mentioned date,

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shall be still considered members of the tribe. In order to enable the tribe to dispose of their property in Kansas, and remove to their new homes and establish themselves thereon, patents in fee-simple shall be given to the heads of families, and to all who have come of age among the allottees under the treaties of 1862, so that they may sell their lands without restriction, but the said lands shall remain exempt from taxation so long as they may be retained by members of the tribe, down to the said 16th July, 1869; and the chiefs and council of the said tribe shall decide in the case of disputed heirship to real estate, taking as a rule the laws of inheritance of the State of Kansas.

ARTICLE XVIII.

The United States agree to pay such amount, not exceeding $10,000, as may be found justly due to individual Ottawas, for depredations and damages upon their property during the late war, the proof of such losses to be furnished to the Secretary of the Interior, and such amount shall be paid as may be adjudged by him to be equitably due; and the claim of J. T. Jones, for which a bill of appropriation has passed one of the branches of Congress, but which has been withdrawn from before Congress, being for destruction by fire of his dwelling and other property by whites in 1856, shall be allowed and paid to him, amounting to $6,700.

ARTICLE XIX.

The 6th article of the treaty of 1862 shall remain unchanged, except as provided in this article. The children of the tribe between the ages of six and eighteen (6 and 18) shall be entitled to be received at said institution, and to be subsisted, clothed, educated, and attended in sickness, where the sickness is of such a nature that the patient promises a return to study within a reasonable period; the children to be taught and practiced in industrial pursuits, suitable to their age and sex, and both sexes in such branches of learning, and to receive such advantages as the means of the institution will permit; these rights and privileges to continue so long as any children of the tribe shall present themselves for their exercise. And the Secretary of the Interior and the senior corresponding secretary of the American Baptist Home Mission Society shall be members ex officio of the board of trustees, with power to vote in person or by proxy, it being the special intention of this provision to furnish additional supervision of the institution, so that the provisions of this article may be carried into effect in their full spirit and intent.

ARTICLE XX.

It is further agreed that the remaining unsold portion of trust lands of the Ottawas, amounting to $7,221\frac{20}{100}$ acres, shall be sold to the trustees of Ottawa University, to be disposed of for the benefit of said institution at the appraised value thereof, and that the said trustees shall have until July 16, 1869, to dispose of the same and pay to the government the value of said lands: *Provided*, That the said trustees shall furnish, within 30 days after the ratification of this treaty, to the Secretary of the Interior, a satisfactory bond for the fulfilment of their obligations.

PROVISIONS RELATING TO THE PEORIAS, KASKASKIAS, WEAS AND PIANKESHAWS.

ARTICLE XXI.

Whereas certain arrangements have been made by the chiefs of the confederated tribes of Peorias, Kaskaskias, Weas and Piankeshaws, for

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the sale to actual settlers of the lands held by them in common, being 9½ sections, for a reasonable consideration, according to the terms of a certain petition of the said tribe, with schedule annexed, (which schedule is annexed to this treaty and marked "B,") dated December 26, 1866, filed in the office of the Commissioner of Indian Affairs, it is agreed that the said arrangements shall be carried into full effect, and the purchasers thereunder shall receive patents from the United States for the lands so purchased, upon making full payment for the same to the Secretary of the Interior, and the amount already paid by said purchasers, as appears from said schedule, and in the hands of the chiefs, shall be paid to the Secretary of the Interior, and the whole amount of the purchase money shall also be paid to the said Secretary on or before the 1st day of June, 1867, and shall be held by him for the benefit of the tribe, subject to the provisions of this treaty.

ARTICLE XXII.

The land in the second and fourth articles of this treaty proposed to be purchased from the Senecas and Quapaws, and lying south of Kansas, is hereby granted and sold to the Peorias, &c., and shall be paid for at the rate paid for the same by the government, out of the proceeds of the 9½ sections referred to in the last preceding article, adding thereto whatever may be necessary out of other moneys in the hands of the United States, belonging to the said Peorias, &c.

ARTICLE XXIII.

The said Indians agree to dispose of their allotments in Kansas and remove to their new homes in the Indian country within two years from the ratification of this treaty; and to that end the Secretary of the Interior is authorized to remove altogether the restrictions upon the sales of their lands, provided under authority of the 3d article of the treaty of May 30, 1854, in such manner that adult Indians may sell their own lands, and that the lands of minors and incompetents may be sold by the chiefs, with the consent of the agent, certified to the Secretary of the Interior and approved by him. And if there should be any allotments for which no owner or heir thereof survives, the chiefs may convey the same by deed, the purchase money thereof to be applied, under the direction of the Secretary, to the benefit of the tribe; and the guardianship of orphan children shall remain in the hands of the chiefs of the tribe, and the said chiefs shall have the exclusive right to determine who are members of the tribe and entitled to be placed upon the pay-rolls.

ARTICLE XXIV.

An examination shall be made of the books of the Indian office, and an account current prepared, stating the condition of their funds, and the representations of the Indians for overcharges for sales of their lands in 1857–'58 shall be examined, and if any amount is found to be due, such balance, together with the interest of their invested funds, shall be paid to them upon the 1st of July, 1867; and in order further to assist them in preparing for removal and in paying their debts, the further amount of $25,000 shall be at the same time paid to them per capita from the sum of $169,686 75, invested for said Indians under act of Congress of July 12, 1862; and the balance of said sum of

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$169,686 75, together with the sum of $98,000 now invested on behalf of the said Indians, in State stocks, of southern States, and the sum of $3,700, being the balance of interest, at 5 per cent. per annum, on $39,950 held by the United States from July, 1857, till vested in Kansas bonds in December, 1861, after crediting $5,000 thereon heretofore receipted for by the chiefs of said Indians, shall be and remain as the permanent fund of the said tribe, and 5 per cent. be paid semi-annually thereon, per capita, to the tribe; and the interest due upon the sum of $28,500 in Kansas bonds, and upon $16,200 in United States stocks, now held for their benefit, shall be paid to the tribe semi-annually in two equal payments as a permanent school fund income: *Provided*, That there shall be taken from the said invested fund and paid to the said tribe, per capita, on the 1st of July, 1868, the sum of $30,000 to assist them in establishing themselves upon their new homes; and at any time thereafter, when the chiefs shall represent to the satisfaction of the Secretary of the Interior that an additional sum is necessary, such sum may be taken from their invested fund: *And provided also*, That the said invested fund shall be subject to such division and diminution as may be found necessary in order to pay those who may become citizens their share of the funds of the tribe.

ARTICLE XXV.

Whereas taxes have been levied by the authority of the State of Kansas upon lands allotted to members of the tribe, the right and justice of which taxation is not acknowledged by the Indians, and on which account they have suffered great vexation and expense, and which is now a matter in question in the Supreme Court of the United States, it is agreed that, in case that court shall decide such taxes unlawful, the government will take measures to secure the refunding of said taxes to such of the Indians as have paid them; and if such taxes are decided to be lawful, then the government will redeem the said lands from all taxes down to the date of any deeds approved by the Secretary of the Interior; in consideration of which relief to the Indians they hereby relinquish all right to payment from the government of any claims for damages to, and depredations upon their property, made by parties who claim under such tax titles; and also all claim for damages on account of unfairness of the sales of their lands in 1857.

ARTICLE XXVI.

The Peorias, Kaskaskias, Weas, and Piankeshaws agree that the Miamies may be confederated with them upon their new reservation, and own an undivided right in said reservation in proportion to the sum paid, upon the payment by the said Miamies of an amount which, in proportion to the number of the Miamies who shall join them, will be equal to their share of the purchase money in this treaty provided to be paid for the land, and also upon the payment into the common fund of such amount as shall make them equal in annuities to the said Peorias, &c., the said privilege to remain open to the Miamies two years from the ratification of this treaty.

ARTICLE XXVII.

The United States agree to pay the said Indians the sum of $1,500 per year, for six years, for their blacksmith and for necessary iron and steel and tools; in consideration of which payment the said tribe hereby relinquish all claims for damages and losses during the late war, and, at the end of the said six years, any tools or materials remaining shall be the property of the tribe.

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ARTICLE XXVIII.

Inasmuch as there may be those among them who may desire to remain in Kansas and become citizens of the United States, is is hereby provided that, within six months after the ratification of this treaty, a register shall be taken by the agent, which shall show the names, separately, of all who voluntarily desire to remove, and all who desire to remain and become citizens; and those who shall elect to remain may appear before the judge of the United States district court for Kansas and make declaration of their intention to become citizens, and take the oath to support the Constitution of the United States; and upon filing of a certificate of such declaration and oath in the office of the Commissioner of Indian Affairs, they shall be entitled to receive the proportionate share of themselves and their children in the invested funds and other common property of the tribe; and therefrom they and their children shall become citizens and have no further rights in the tribe; and all the females who are heads of families, and single women of full age, shall have the right to make such declaration and become disconnected from the tribe.

PROVISIONS RELATING TO THE MIAMIES.

ARTICLE XXIX.

It is agreed that such of the Miamies now occupying lands in Kansas, under their treaty of August 4, 1854, as desire to remain in that State and become citizens, may have the privilege of doing so; and that those who shall elect to remove to the new reservation herein provided to be purchased from the Senecas and Shawnees and sold to the Peorias, &c., may do so, and upon such removal shall become confederated with the said Peorias and own an undivided right in said reservation in proportion to their numbers, on paying to the United States, for the benefit of said Peorias, a proportionate share of the purchase money and of the capital of their annuities as provided in article 26; and upon such payment for their share of the land, the amount so paid shall be held by the United States for such disposition as the chiefs of the Peorias, &c., shall designate; and a sufficient amount of the funds of the Miamies who remove shall be set apart, so that the interest thereon, at five per cent., shall be equal in proportion to the numbers of the Miamies removing, to the school-fund income of the said Peorias, and upon such confederation the united tribe shall take the name of "Peorias and Miamies."

ARTICLE XXX.

The provisions of article 23 of this treaty, relating to the removal of restrictions from the alienation of land, and as to the conveyance of land in certain cases, made as to the Peorias, &c., shall apply also [to] the Miamies; and it is agreed that those who decide to remove shall do so within two years from the ratification of this treaty.

ARTICLE XXXI.

The reserved or common lands of the Miamies in the eastern part of Kansas, amounting to about 23,000 acres, shall be sold, for the benefit of the tribe, in the following manner: Whereas the said lands have heretofore been appraised under direction of the Secretary of the Interior, which appraisal is on file in that department, such appraisal shall be

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taken as the basis of the sale; and whereas the said tract of land is now occupied for the most part by white settlers, it is agreed that the said settlers shall have a pre-emption right to the lands which they occupy, in legal sub-divisions, at the appraised value thereof; and immediately after the ratification of this treaty it shall be the duty of the Commissioner of Indian Affairs to give notice, by publication for 30 days in some newspaper in the county in which the said lands are situated, that payment for the same must be made at said appraised value, by the person who occupies the land at the date of the ratification of this treaty, within six months after the date of such ratification; and, if such payment shall be made, patents in fee-simple shall be issued to the purchasers; and after the said six months sealed bids, at not less than the appraised value, shall be received by the Commissioner of Indian Affairs for any of said lands remaining unpaid for, and awards made to the highest bidder for cash until all of said lands are sold: *Provided*, That the Miamies shall not be held by this article as conceding any point in dispute relative to the validity of certain head-rights, sixty-eight in number, heretofore granted upon their reserve, and certain moneys taken from the western Miamies and paid to said sixty-eight persons.

ARTICLE XXXII.

The United States agree to the same provision in regard to taxes levied upon their lands under authority of the State of Kansas as is set forth in the 25th article, in regard to the Peorias, &c., so far as relates to redeeming their lands from taxes, in case such taxes are decided to have been lawfully levied.

ARTICLE XXXIII.

A register shall be made by the agent of the tribe, within six months after the ratification of this treaty, of all who shall desire to remove, and all who desire to remain, and the provisions of article 28, in relation to the Peorias, &c., shall also apply to the Miamies.

ARTICLE XXXIV.

In order that those who desire to remove may make preparations for the purpose, the sum of $13,000 of the amount due the Miamies under article 3d of the treaty of 1854 shall be paid to them, per capita, within 30 days, and the additional sum of $10,000 in 90 days after the ratification of this treaty; and upon the return of the register showing the names and number of those respectively who intend to retain their tribal condition, and of those who will become citizens, an account shall be made of the amount due by the government to the tribe, and the share belonging to that portion who desire to become citizens shall be reserved to be paid to the parties entitled thereto; and, in making such account, their mill and blacksmith and other annuities shall be reduced to their actual cash present value; and after the reservation of the amount for those who become citizens, there shall be taken from the remaining moneys the amount necessary to pay for the share in the land purchased of the Peorias, &c., and the amount necessary to be capitalized as a permanent fund to make them equal in annuities to the Peorias, &c., and the balance, together with the share of the removing party derived from the sale of their lands, as fast as the same is received, shall be invested in 7.30 United States bonds, maturing or convertible at the earliest date, and the interest upon the same shall be collected and paid to the Miamies,

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per capita, semi-annually at their new homes; and the share of the citizen Miamies in the proceeds of the lands shall be paid to the heads of families for their families, or to single persons, as the case may be, annually, until all the lands are sold.

ARTICLE XXXV.

The school section upon the Miami reserve, now unimproved, shall be patented in fee-simple to the chiefs, Thomas Metosenyah and Big Leg, upon such division thereof as they may agree upon between themselves, upon notification of the said division to the Secretary of the Interior through the agent: *Provided*, That the portion of said school section, not exceeding four acres, heretofore used as a burial ground, shall be perpetually reserved for such purpose.

ARTICLE XXXVI.

An investigation shall be made by the Secretary of the Interior into all claims presented on account of damages committed by whites upon the lands of the Indians and for losses of stock and other property, and a report shall be made thereon to Congress, recommending such action as shall appear just and equitable.

ARTICLE XXXVII.

The provisions of this treaty shall apply exclusively for the use and benefit of the Western Miamies; and an examination shall be made as to the claims of certain Eel River Miamies now resident among the Western Miamies, and such amounts as may have been withheld from them shall be refunded, and hereafter their annuities shall be paid to them among the Western Miamies, where they live.

ARTICLE XXXVIII.

The United States agree that agency buildings shall be erected, in as central a position as possible, for the tribes interested in this treaty, at a cost not to exceed $8,000, in place of those of the Neosho agency, destroyed during the late war.

ARTICLE XXXIX.

All necessary arrangements contemplated in this treaty, in regard to the transfer of invested funds from one tribe to another, or the disposal of securities belonging to one tribe in favor of another, or capitalization of annuities and other funds, where the same are or may be in the hands of the government, shall be made by the Secretary of the Interior in such manner as shall fully carry into effect the spirit and meaning of this treaty; and where appropriations are needed from Congress in order to carry into effect these stipulations, it shall be his duty to make report in relation to the same to Congress at the earliest day practicable after the ratification of this treaty.

ARTICLE XL.

If any amendments shall be made to this treaty by the Senate, it shall only be necessary to submit the same for the assent of the particular tribe or tribes interested; and should any such amendments be made, and the assent of the tribe or tribes interested not be obtained, the remainder of the treaty not affected by such amendment shall nevertheless take effect and be in force.

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ARTICLE XLI.

The expenses of negotiating this treaty, not exceeding $12,000, shall be paid by the United States.

In testimony whereof, the before-named commissioners on behalf of the United States, and the before-named delegates on behalf of the Senecas, mixed Senecas and Shawnees, Quapaws, confederated Peorias, Kaskaskias, Weas, and Piankeshaws, Miamies, Ottawas, and Wyandottes, have hereunto set our hands and seals the day and year first above written.

LEWIS V. BOGY, [SEAL.]
Commissioner of Indian Affairs.
W. H. WATSON, [SEAL.]
Special Commissioner.
THOMAS MURPHY, [SEAL.]
Superintendent of Indian Affairs.
G. C. SNOW, [SEAL.]
United States Indian Agent, Neosho Agency.
G. A. COLTON, [SEAL.]
United States Indian Agent for Miamies, Peorias, &c.
GEORGE SPICER, his + mark. [SEAL.]
JOHN MUSH, his + mark. [SEAL.]
Senecas.
JOHN WHITETREE, his + mark. [SEAL.]
JOHN YOUNG, his + mark. [SEAL.]
LEWIS DAVIS, his + mark. [SEAL.]
Senecas and Shawnees.
S. G. VALIER, [SEAL.]
KA-SHE-CAH, his + mark. [SEAL.]
Quapaws.
BAPTISTE PEORIA, his + mark. [SEAL.]
JOHN MITCHELL, his + mark. [SEAL.]
EDWARD BLACK, [SEAL.]
Peorias, &c.
THOS. METOSENYAH, his + mark. [SEAL.]
THOS. F. RICHARDVILLE, [SEAL.]
Miamies.
JOHN WILSON, his + mark. [SEAL.]
J. T. JONES, [SEAL.]
Ottawas.
TAUROMEE, his + mark. [SEAL.]
JOHN KARAHO, his + mark. [SEAL.]
Wyandottes.

In presence of—
FRANK VALLE, his x mark,
United States Interpreter for Osage River Agency.
JOHN B. ROUBIDEAU, his x mark,
United States Interpreter for Miamies.
WM. HURR, *Interpreter for Ottawas.*
GEORGE WRIGHT, *Interpreter for Wyandottes.*
ABELARD GUTHRIE.
GEORGE B. JONAS.
THOMAS E. MCGRAW.
LEWIS S. HAYDEN.
CHARLES SIMS.
R. MCBRATNEY.

Witnesses to signature of Lewis Davis:
G. L. YOUNG.
G. C. SNOW, *United States Indian Agent.*

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A.

Schedule showing the several items embraced in the sum agreed to be paid to the Wyandottes by the 13th article of the foregoing treaty.

1. Annuity due under the 6th article of the treaty of January 31, 1855	$8,750 00
2. Amount discounted on $53,594 53 in State bonds on the 13th of May, 1859	15,187 03
3. Interest on the above $15,787 03 [$15,187 03] from May 13, 1859, to February, 1867, at 5 per cent	6,150 87
4. Amount discounted on $53,000 in State bonds, March 24, 1860	11,130 00
5. Interest on the above $11,130 from March 24, 1860, to February 24, 1867	4,618 95
6. Moneys heretofore appropriated in fulfilment of treaty stipulations, but transferred to the surplus fund	3,635 05
7. Amount for depredations on Wyandotte property, claim approved by Secretary of the Interior, March 21, 1862	34,342 50
Total amount	83,814 40

The above-named total sum is designed to represent the full claim of the Wyandottes against the United States under former treaties.

The 1st, 2d, and 4th items, together with another named in the 14th article of the foregoing treaty, were examined and approved by the House Committee on Indian Affairs, and their payment recommended. (See Congressional Globe, page 1037, part 2d, 2d session of 38th Congress.)

The 3d and 5th items constitute the interest on the moneys discounted on the bonds mentioned in items 2 and 4. Although the committee did not recommend the payment of this interest, they acknowledged its justice, but said that its allowance would possibly endanger the passage of the appropriation, as the general feeling was averse to paying interest on claims.

The 7th item embraces several small amounts for schools, blacksmith, &c., which were due and appropriated at the date of the treaty, but not paid, and were afterwards transferred to the surplus fund.

The 8th item is for depredations on Wyandotte property during the Kansas troubles and the entire emigration to California. It was examined and approved by the Secretary of the Interior, March 21, 1862.

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B.

Names of settlers, numbers of land and prices thereof, together with the amount deposited by each settler on the ten-section reserve, in Miami county, Kansas.

Names.	Quarter.	Section.	Township.	Range.	Number of acres.	Price per acre.	Sum deposited.	Total.
Andrew J. Sinclair	E. half	23	16	24	320	$4 00	$426 66	$1,280 00
Zacheus Hays	NW. and E. half SW., and SE. of NW.	26	16	....	160	4 75		
		22	....	....	120	4 50	433 00	1,300 00
Randolph Boyd	NE	26	....	....	160	4 75	253 33	760 00
John Nicholas and William Gray.	W. ½ SE	....	....	....	80	3 75	100 00	300 00
John Martin	SE	19	....	25	160	5 25	.....	.....
Same	S. ½ SE	18	....	....	80	5 00	500 00	1,240 00
David H. Banta	SW	19	....	....	160	5 00	267 00	800 00
Reuben Fellows	SW	27	....	24	160	4 00	214 00	640 00
J. T. Pifer	NW	....	....	....	160	3 50	186 00	560 00
Leroy W. Martin	NE	19	....	25	160	5 25	200 00	840 00
Charles Converse	E. ½ NW. and W. ½ and NE. ¼ of NE.	30	....	....	200	4 25	.....	850 00
Benjamin Wingrove	SE	31	....	....	160	4 25	226 66	840 00
Same	SW. of SE	30	....	....	40	4 00		
Samuel McKinney	SW	31	....	....	160	4 00	213 33	640 00
Squire James Waller	NE	6	17	....	160	3 30	165 00	528 00
George A. Whittaker	E. half	27	16	24	320	4 50	480 00	1,440 00
William Smith	E. ½ SE. and SE. of NE	28	....	....	120	4 00	.....	480 00
Edward Morgan	N. ½ and SW. ¼ of NW., and NW. ¼ of SW.	6	17	25	160	4 00	215 00	640 09
Albert Benndorf	S. ½ NE	22	16	24	80	3 50	95 00	280 00
Charles Martin	NW., S. ½, and NW. ¼ of SW.	(†)	16	25	280	3 50	.....	980 00
Francis Hastings and William Morgan, jr.	Half	23	....	24	320	4 00	426 66	1,280 00
Joel O. Loveridge, George W. Loveridge, Alfred Loveridge, jointly.	E. ½ and SW. ¼ of SW	(‡)	....	....	760	4 00	1,013 33	3,040 00
Isaac Shaw	NE	1	17	24	160	5 00	250 00	800 00
Jacob Sims	SE	13	16	24	160	3 50	.....	560 00
Zacheus Hays	SW	26	16	24	160	3 50	.....	560 00
* Town tract	N. ½	31	....	25	320	4 00	.....	1,280 00
Ambrose Shields	NE	34	16	24	160	3 50	.....	560 00
Anthony Cott	SE	22	16	24	160	3 00	.....	480 00
Edward Dagenett	.....	....	17	25	80	4 00	.....	320 00
Total	.....	....	....	....	5,680	.....	5,664 97	22,278 00

* This tract to be conveyed to David Perry and Charles Sims, on payment of said $1,280 by June 1st.
† 19 and 18. ‡ 24 and 13.

The three last named are half-breed Indians who will become citizens. Said Shields has five children; said Cott three, and Dagenett two. William Smith, the settler aforesaid, has a half-breed wife and two children. He takes said 120 acres in full interest of his family in net proceeds of the reserve, and is to pay one hundred and sixty dollars ($160) besides.

Said Shields, Cott, and Dagenett take their respective tracts at the price stated in lieu of a like sum of the shares of themselves and families in the net proceeds of the reserve; provided, that should the share of either family in the net proceeds of the reserve be less than the price agreed for the land taken by the head of such family, then the deficit to be paid in money as by other settlers. The title in each of the four cases last mentioned to be made jointly to the various members of the family by name, whose shares in said proceeds pay for same.

Joshua Clayton takes SE. ¼ section 36, township 16, range 24, 160 acres, at $4 per acre, and deposits $213; total payment, $640.

Knoles Shaw, W. ½ of SE. ¼ section 6, town[ship] 17, range 25, 80 acres; has deposited $94; total payment, $280.

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Thomas Morgan and John W. Majors take E. ½ of said quarter at $3 per acre; deposited $9; total, $240.

There *is* [are] 80 acres untaken, for which a purchaser will be named by the chiefs before 1st June next.

Total land disposed of	6,000 acres.
Total money deposited	$5,970
Total amount at prices agreed	23,438

The above lands to be patented to the persons aforesaid or their representatives on prompt payment of the price agreed by 1st June, 1867; provided, that if any settler refuse or neglect to pay as aforesaid, then the tract of land by him claimed to be sold under sealed bids.

And whereas the said treaty having been submitted to the Senate of the United States for its constitutional action thereon, the Senate did, on the eighteenth day of June, one thousand eight hundred and sixty-eight, advise and consent to the ratification of the same, with amendments, by a resolution in the words and figures following, to wit:

IN EXECUTIVE SESSION, SENATE OF THE UNITED STATES,
June 18, 1868.

Resolved, (two-thirds of the senators present concurring,) That the Senate advise and consent to the ratification of the articles of agreement concluded at Washington, District of Columbia, the 23d day of February, 1867, between the United States, represented by Lewis V. Bogy, Commissioner of Indian Affairs, W. H. Watson, special commissioner, Thomas Murphy, superintendent of Indian affairs, George C. Snow and G. A. Colton, United States Indian agents, duly authorized, and the Senecas, represented by George Spicer and John Mush, the mixed Senecas and Shawnees, by John Whitetree, John Young, and Lewis Davis, the Quapaws, by S. G. Vallier and Ka-zhe-cah, the confederated Peorias, Kaskaskias, Weas and Piankeshaws, by Baptiste Peoria, John Mitchell, and Edward Black, and the Ottawas of Blanchard's Fork and Roche de Bœuf, by John White and J. T. Jones, and including certain Wyandott[e]s, represented by Tauromee, or John Hat, and John Karahoo, with the following

AMENDMENTS.

Article 4.—Strike out the following words: "and the land in Kansas herein ceded shall be open to entry and settlement the same as other public lands within sixty days after the completion of the surveys thereof;" and insert in lieu thereof: *under the pre-emption laws of the United States; but all such pre-emption shall be paid in the money of the United States, at the proper land office, within one year from the date of entry and settlement.*

Article 12.—Strike out the following words: "the government being under obligations to protect them, but for the time unable to do so."

Same article.—Strike out the following words: "upon such report, make such awards as he may deem equitable and just; and upon such award the United States will pay the claimants the amounts declared to be due: *Provided*, That the sums so paid shall not exceed thirty-five thousand dollars for the Senecas, twenty-five thousand dollars for the Shawnees, and thirty thousand dollars for the Quapaws; and if the awards shall exceed such amounts in either case, the claimants shall be paid pro rata from the amount appropriated;" and insert in lieu thereof: *report the same to Congress.*

Article 13.—Strike out the following words: "and in order to reorgan-

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ize and provide for the Wyandott[e]s, many of whom have been in a disorganized and unfortunate condition since their treaty of 1855, it is provided that there shall be recognized as due and paid to the Wyandott[e]s of all classes the sum of eighty-three thousand eight hundred and fourteen dollars and forty cents, as more particularly stated and described in the schedule annexed to this treaty marked 'A;'" and insert in lieu thereof: *and the Secretary of the Interior is hereby authorized and required to appoint three persons whose duty it shall be to ascertain and report to the department the amount of money, if any, due by the United States to the Wyandott[e] Indians under existing treaty stipulations, and the items mentioned in schedule A, appended to this treaty, and the report of the persons so appointed, with the evidence taken, shall be submitted to Congress for action at its next session.*

Article 14.—Strike out the following words: "and the United States further agree to pay to the said Wyandott[e]s the sum of $11,727 74, being the amount of taxes levied under the authority of the State of Kansas, contrary to the terms of the treaty of 1855, previous to the organization of the State government and for five years thereafter, in consideration of which the said Wyandott[e]s, receiving their portion of the said sum, shall in each case relinquish in writing by themselves, or through the Delaware agent as their guardian, all further claims against the United States as to matters relating to the said taxes."

Article 18.—Strike out the following words: "such amount, not exceeding $10,000, as may be found justly due to individual Ottawas, for depredations and damages upon their property during the late war, the proof of such losses to be furnished to the Secretary of the Interior, and such amount shall be paid as may be adjudged by him to be equitably due; and."

Article 24.—Strike out the following words: "and if any amount is found to be due, such balance, together with the interest of their invested funds, shall be paid to them upon the 1st of July, 1867;" and insert in lieu thereof: *and reported to Congress.*

Article 25.—Strike out the following words: "and if such taxes are decided to be lawful, then the government will redeem the said lands from all taxes, down to the date of any deeds approved by the Secretary of the Interior; in consideration of which relief to the Indians, they hereby relinquish all right to payment from the government of any claims for damages to and depredations upon their property, made by parties who claim under such tax titles, and also all claims for damages on account of unfairness of the sales of their lands in 1857."

Strike out the whole of articles 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, and 41.

Strike out schedule A.

Attest: GEO. C. GORHAM, *Secretary.*

And whereas the foregoing amendments having been fully explained and interpreted to the duly authorized chiefs, delegates and headmen of the Senecas, mixed Senecas and Shawnees, Quapaws, confederated Peorias, Kaskaskias, Weas, and Piankeshaws, Ottowas of Blanchard's Fork and Roche de Bœuf, and certain Wyandottes, they did respectively, on the first, seventh, eighth, and fifteenth days of September, one thousand eight hundred and sixty-eight, give their free and voluntary assent to the said amendments in a writing, which, after relating the aforesaid action of the Senate, reciting its said proposed amendments, and repeating the provisions of the fortieth article of the said treaty, concludes in the words and figures following, to wit:

Whereas the foregoing amendments to the said treaty, made by the

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Senate of the United States in executive session on the 18th of June, 1868, have been fully interpreted and explained to the undersigned severally representing the Senecas, mixed Senecas and Shawnees, Quapaws, confederated Peorias, Kaskaskias, Weas, and Piankeshaws, Ottowas of Blanchard's Fork and Roche de Bœuf, and the Wyandott[e]s, parties to said treaty, being duly authorized by their respective tribes thereunto, [they] do hereby agree to and ratify said amendments in which their tribes are respectively interested.

Done at Neosho agency, Shawnee nation, this seventh day of September, A. D. eighteen hundred and sixty-eight.

GEORGE SPICER, his × mark. [SEAL.]
Chief and Delegate,
JOHN MUSH, *Delegate,* his × mark. [SEAL.]
JOSEPH SPICER, his × mark. [SEAL.]
Councillor, for the Senecas,

Signed in presence of—
GEO. MITCHELL, *Special Indian Agent.*
JAS. WHITECROW, *U. S. Interpreter.*
JAMES H. EMBRY.

JOHN WHITETREE, his × mark. [SEAL.]
JOHN YOUNG, his × mark. [SEAL.]
ALFRED McDANIEL, his × mark. [SEAL.]
WILLIAM JACKSON, his × mark. [SEAL.]
For the mixed Senecas and Shawnees.

Signed in presence of—
GEO. MITCHELL, *Special Indian Agent.*
JAS. WHITECROW, *U. S. Interpreter.*
GEO. WRIGHT, *Interpreter.*
LAZARUS FLINT, *Interpreter.*
JAMES H. EMBRY,

S. G. VALIER, *Interpreter and Draughtsman.* [SEAL.]
KA-SHE-CAH, his × mark. [SEAL.]
CAH-HIC-CAH-TEDAY, his × mark. [SEAL.]
GEORGE LANE, his × mark. [SEAL.]
For the Quapaws.

Signed in presence of—
GEO. MITCHELL, *Special Indian Agent.*
LAZARUS FLINT.
JAMES H. EMBRY.

Done at Neosho agency, Shawnee nation, this 8th September, 1868.

BAPTISTE PEORIA, his × mark. [SEAL.]
Head Chief of Peorias, &c.
EDWARD BLACK, [SEAL.]
YELLOW BEAVER, his × mark. [SEAL.]
For the confederated Peorias, &c.

Signed in presence of—
FRANK VALLE, his × mark, *U. S. Interpreter.*
G. A. COLTON, *Agent.*
JAMES H. EMBRY.

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Done at Ottawa, Kansas, this first day of September, eighteen hundred and sixty-eight.

JOHN WILSON, his × mark. [SEAL.]
J. T. JONES, [SEAL.]
For the Ottawas of Blanchard's Fork and Roche de Bœuf.

Signed in presence of—
WILLIAM HURR, *U. S. Interpreter for Ottawas.*
ALBERT WILEY, *Agent for Ottawas.*
JAMES H. EMBRY, *Special Agent.*

Done near Wyandotte, Kansas, this fifteenth day of September, eighteen hundred and sixty-eight.

TAUROMEE, his × mark. [SEAL.]
JOHN KARAHO, his × mark. [SEAL.]
JACOB WHITECROW, his × mark. [SEAL.]
SILAS M. GREYEYES, his × mark. [SEAL.]
JOHN W. GREYEYES, [SEAL.]
For the Wyandott[e]s.

Signed in presence of—
GEO. WRIGHT, *Interpreter for Wyandottes.*
JAMES H. EMBRY, *Special Agent.*
J. P. ROOT.
J. S. STOCKTON.

Now, therefore, be it known that I, Andrew Johnson, President of the United States of America, do, in pursuance of the advice and consent of the Senate, as expressed in its resolution of the eighteenth of June, one thousand eight hundred and sixty-eight, accept, ratify, and confirm the said treaty, with the amendments, as aforesaid.

In testimony whereof, I have hereto signed my name, and caused the seal of the United States to be affixed.

Done at the city of Washington, this fourteenth day of October, in the year of our Lord one thousand eight hundred and sixty-eight, and of the independence of the United States of America the ninety-third.

[SEAL.] ANDREW JOHNSON.

By the President:
WILLIAM H. SEWARD,
Secretary of State.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { EX. DOC. No. 48.

REDUCTION OF EXPENSES OF WAR DEPARTMENT IN NEW YORK.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

Report of the Quartermaster General relative to the manner of reducing the expenses of the War Department at and in the vicinity of New York.

JANUARY 18, 1869.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT, *January* 14, 1869.

The Secretary of War has the honor to submit to the House of Representatives, for the action of the appropriate committee, the accompanying extract from a report of the Quartermaster General as to the manner in which the provisions of the joint resolution of February 21, 1868, for reducing the expenses of the War Department at and in the vicinity of New York have been carried into execution.

It will be seen from the report that it has not been found practicable to execute, in strict conformity to the law, so much of it as requires the collection into one storehouse of all military stores of whatever kind or description, for the reasons that no *single* building or collection of buildings has been found suitable for the purpose, and that the removal of some portions of the stores from the storehouses in use and under lease prior to the enactment would have been inseparably attended with great loss, expense, and inconvenience.

It will further be seen from the report that the existing and future wants of the military service at New York, so far as relate to storage, are not such as may best be supplied by the provisions of the act cited, and the urgent necessity for a small but separate storehouse for the use of the subsistence department, to be located among the provision merchants dealing with the purchasing commissary at New York, is fully set forth in the accompanying papers.

Attention is invited to the fact that so far as the reduction of expenses was contemplated by the act it has been fully carried into execution by the War Department, the total cost of storage for the current year being almost fifteen thousand dollars less than the amount fixed by the law as the limit. Should the greatly needed storehouse be provided for the subsistence department an addition of about $4,000 will be made to the annual cost of storage, but on the other hand that cost will be hereafter reduced by $17,500, when the unserviceable and surplus ordnance stores,

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now being collected for sale, shall have been disposed of, and still further by $14,000, when the large and valuable accumulation of medical stores, which it is not deemed advisable to reduce by sale or to remove from its present storehouse, because of the loss and expense attendant upon its removal, shall have been diminished by the requirements of the military service.

It is therefore earnestly recommended that the joint resolution of February 21, 1868, be so far amended as to authorize the hiring of such suitable buildings in New York city, or vicinity, as may be required for the safe and convenient storage of army stores of every kind or description, at a total cost not exceeding *forty thousand dollars* per annum, and that such reduction in said total cost be made from time to time as the Secretary of War shall find practicable. Early consideration of the subject is requested, as the time for the making and renewing of leases in New York and vicinity is approaching.

It is also recommended that no further action be taken at this time upon the proposition to purchase the army building in New York city, submitted on the 10th of December last.

J. M. SCHOFIELD,
Secretary of War.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., January 9, 1869.

SIR: * * * * The resolution of the 21st February, 1868, directs the Secretary of War to take immediate measures for reduction of expenses at and in the vicinity of New York city, at as early a day as practicable, by concentrating the business of the quartermaster, army clothing, ordnance and medical bureaus and recruiting service in said city; and for this purpose the resolution directs that there shall be hired and used, at some convenient and proper point in said city, one suitable building, in which shall be accommodated all the offices connected with and required for the transaction of such public business, at a cost not exceeding $25,000, and also a suitable building or property within the harbor of New York, or on the navigable waters thereof, which shall have sufficient accommodation, &c., for the safe and convenient receiving, storing, and care of all army stores, of every kind and description, belonging to either of said bureaus or branches of the service, at an annual cost to the government not exceeding $50,000.

Previous reports have stated the efforts to execute what the law prescribes at the earliest practicable day. The law prescribes two things: 1st, that all the offices named shall be in one suitable and conveniently situated building within the city, at a rent not exceeding $25,000. This has been accomplished. All the offices named, and those of the engineer corps and the headquarters of the department of the east, have been concentrated within one building in the city of New York at a rent of $25,000.

In addition to the offices, the building rented having rooms unfit for offices, these have been made useful for storage; and the quartermasters' department having disposed of or sent to other depots and arsenals its surplus stock, has all its storage, together with most of that of other departments, in the cellars and lofts of this office building, which storage is covered by the $25,000 rent paid for the office building.

The second provision of the law requires a property to be rented within the harbor, or on the navigable waters thereof, with accommoda-

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tion of all government military storage, at a cost not exceeding $50,000.

No one building has been found yet answering this description. It appears that no building or property out of the city of New York can be suitable for the convenient receiving, storing and care of all army stores of every kind and description, belonging to the specified branches of the service.

The medical department had, when the resolution passed, in New York a great value—a million, perhaps, of dollars' worth—of costly medicines and hospital stores, accumulated in a building conveniently situated for distribution by the medical purveyor. The building had been fitted up as a store for these goods, and for ready access to them, with shelves and cases.

To remove them would be wasteful by inevitable breakage, and costly, as the packing and removal and unpacking will be tedious and laborious.

The Surveyor General is of opinion that it would not be to the interest of the United States to sell this stock, which is well adapted to and will be used in current service in the course of a few years. Therefore it has not been possible as yet to remove the medical stores to any other place.

The quartermasters' department keeps no large quantity of stores on hand in New York. It purchases from time to time for shipment such supplies as are not on hand at the Schuylkill arsenal and other depots, and it finds room enough in its office at New York for the few stores it is obliged to keep temporarily.

The ordnance department has a great bulk of old ordnance, arms and ammunition, collected and collecting at New York, for sale.

A building (one-half of the Continental stores) has been rented at $17,500 per annum, which affords all the accommodation needed for the handling and storage of these ordnance stores.

The commissary department now asks that a store be hired for its use convenient to the provision merchants, with whom it must deal.

* * * * * * * *

It appears evident that the character of the business now connected with the depots at New York is so different from that carried on during and immediately after the war, that rules based upon the condition of affairs a few years ago are not now applicable.

None of the purchasing and supply departments at New York would find a storehouse in Brooklyn, or away from the centre of commerce, New York city, convenient for the reception, or storage, or issue of property.

They do not need great storehouses, but merely counting-rooms or offices, and stores; stores in which samples can be collected and inspections made.

They do not, as during the war, collect large stocks for the supply of a million of men under the wear and destruction of active campaigns, but purchase from time to time what is needed for immediate issue or distribution. The rents now paid in New York for this purpose are, office building, $25,000. This is the only permanent expense, and within two or three years it is believed that this building will be able to accommodate all the offices and all the stores, when the large stocks of the medical and ordnance departments are sold or distributed, excepting the office and store which the commissary department desires, and which, in my opinion, cannot be rented without some change of the law to authorize it.

The rents now paid for storage are: Medical purveyor, $14,000; ordnance department, (one-half of Continental stores,) $17,500; wharf on the harbor, $3,600; making a total for *offices* of $25,000, (the amount contemplated for this purpose in the joint resolution,) and for *storage* and *docks*

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of $35,100, instead of $50,000, the limit fixed by the resolution. There is also a stable, the rent of which costs $2,000.

As all this storage expense is temporary, and as the object of the joint resolution was to reduce expenses, it appears that its main object is realized already, though the concentration of stores which it contemplates has not yet been effected. This cannot apparently, without injury to the service and useless expenditure of public money, be accomplished for a short time, *i. e.*, until the large stock of medical and ordnance property is consumed or sold.

Whenever that is done, the whole of the storage, except the commissary's store, will be concentrated in one building, with the offices, and the cost will then be—

Offices and storage, except commissary	$25,000
For commissary store, if authorized by modification of law	4,000
	29,000

In investigating this case, I have heard that there is strong private interest at work to compel the hiring of stores rather for the benefit of individuals than for the convenience and economy of the public service.

* * * * * *

The Continental stores were offered to the department under the joint resolution of Congress, at $50,000 per annum. Only one-half of the space was rented, and for that a lease was made at $17,500 per annum.

* * * * * *

Very respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General, Brevet Major General U. S. A.

Hon. JOHN M. SCHOFIELD,
Secretary of War, Washington, D. C.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, December 22, 1868.

GENERAL: In compliance with the endorsement of December 1, 1868, made by your orders, upon a communication of November 24, 1868, from Brevet Brigadier General W. W. Burns, purchasing and depot commissary on duty in New York city, in relation to a storehouse for the use of the subsistence department, and submitted to you with my endorsement, November 28, 1868, requiring "inquiry to be made whether a part of the building hired for the ordnance department in New York would not serve for the purposes of the subsistence department," I have now the honor to submit a report by General Burns upon the inquiry directed to be made. General Burns's report encloses letters from several business houses of New York well known to me as entirely worthy of respect in any statements or opinions they may have given.

My long personal acquaintance with the necessities of the subsistence department in New York city enables me to say that it is indispensably necessary that the purchasing commissary have his place of business among, and convenient of access to, the wholesale grocery merchants of that city, and that for the daily convenience and economy of purchasing, inspecting, receiving, repacking, invoicing, selling, issuing, and shipping subsistence stores, it is necessary that the purchasing commissary of subsistence in that city be furnished with one good store or storehouse

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of such character, location, convenience, and dimensions as are usually occupied by the larger houses doing a heavy grocery business in New York.

I therefore respectfully recommend that the proper measures may be taken that will result in authorizing the hire of such a storehouse at the earliest practicable day, as the department is now currently subjected to much inconvenience and loss under its present inadequate facilities for its business.

I have the honor to be, very respectfully, your obedient servant,

A. B. EATON,
Commissary General of Subsistence.

J. M. SCHOFIELD,
Secretary of War.

NOTE.—The papers heretofore submitted with my letter of the 8th instant, relating to this subject, are also re-submitted.

A. B. E.

OFFICE OF PURCHASING COMMISSARY,
New York City, December 19, 1868.

GENERAL: In pursuance of your instructions, under date of December 3, calling my attention to endorsement of the honorable Secretary of War asking inquiry to be made whether a part of the building hired for ordnance department in New York would not serve for the purposes of the subsistence department, I have the honor to report that the building hired for the ordnance department is at Red Hook Point, below and on the side of Brooklyn.

Were it the practice of the subsistence department to make contracts here for a large supply at a time, and to be kept for a year or several months in store in anticipation of requisitions, or to take advantage of the state of the markets, as paragraph 1178 Army Regulations seems to indicate, the storehouse at Red Hook Point would meet all the requirements; as then all purchases would be delivered at that storehouse, and sampled, inspected, and prepared for shipment under the eye of the commissary, at an increased expense, however, in the cost of delivery to that point.

If, on the contrary, it is the intention to continue the present system, under paragraph 1183 Army Regulations, of purchasing for immediate shipment, and so especially for the largely increased number of small articles for sales to officers and men, the necessity for the commissary being located in the midst of the trade is beyond a moment's doubt, where he can, at short notice, step from store to store, or on the boards of exchange, and confer with the merchants, examine their goods, prices, &c., and see the stores purchased in the process of being packed for delivery, either to his storehouse or to quartermaster's order for shipment, as circumstances require. The value of competition in reducing the price and criticising relative quality of goods by the merchants would pay a year's storage in a few purchases.

I have the honor to enclose my report to the Commissary General on same subject, marked No. 1, and ask that the enclosures with that report be included with those herein sent, marked 2 to 9. This report was the consequence of an arrangement between the contracting merchants and myself, forced by the necessities of our business; they being willing to pay the expenses of storage, and I, as the agent of the government, consenting temporarily until the Secretary of War decided upon the report

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of a board of officers in favor of a similar location then before him. This arrangement demonstrates more than argument the *prima facie* necessity of a store in the area of trade.

The difficulties referred to in that report, in not being able to see the stores, would be obviated at Red Hook Point if all stores were to be delivered there for inspection or shipment; but the inaccessibility to merchants would be increased, especially in the winter season.

The subsistence department does not require a *storehouse*, in the common acceptation of that term, but a *store*, for buying, inspecting, sampling, and delivering goods at short notice, and in a constant process of change.

Very respectfully, your obedient servant,

WILLIAM W. BURNS,
Bvt. Brig. Gen., Commissary Subsistence U. S. A.

Brevet Major General A. B. EATON,
Commissary General Subsistence U. S. A., Washington, D. C.

Difference between commissary store at Red Hook Point and one in the commercial portion of New York city.

1. Cost of delivering stores at Red Hook Point.
2. Want of competition among merchants in bidding.
3. Expense and inconvenience in getting small lots collected.
4. Objections of merchants to sampling and inspecting stores after leaving their possession.
5. The expense of delivery often saved to government by the facilities of merchants to deliver for shipment without charge.
6. The knowledge and facility afforded by merchants in prices, character, condition, and staple of goods, by constant intercourse in same locality.
7. By assistance in sampling teas, sugars, coffees, &c., which are liable to adulteration or mixtures, requiring experts to detect, which merchants accord when in close competition.
8. To prevent fraud in packing goods which cannot be well overhauled for inspection, easy access to the different stores would enable the commissary to see them while being packed. An old inspector of the government expressed the opinion on this matter that, "situated as I now am, he would require the whole metropolitan police force to see to the packing of his stores—a policeman in every store where the goods were being put up."
9. The knowledge to take the advantage of the market when, from any causes, fluctuations in prices are sudden and temporary, or to postpone purchases when the prices are temporarily inflated.
10. To be a merchant in New York city for all the purposes of purchasing and shipping rather than a storekeeper at Red Hook Point, for the purpose of receiving and delivering goods.

WILLIAM W. BURNS,
Brevet Brigadier General, Commissary Subsistence.

OFFICE COMMISSARY OF SUBSISTENCE,
New York City, November 24, 1868.

GENERAL: I have the honor to request that you will please call the attention of the honorable Secretary of War to the recommendation of a board of officers which held its session in this city, on the subject of a storehouse for the subsistence department, somewhere in the commer-

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cial portion of the city; and in case his views are favorable, procure an order for the quartermasters' department to hire one as soon as practicable. I have given the subject unremitting attention since I have been here, and have, at every step, met with urgent reasons for this storehouse, both for the benefit of the government and the interest of the merchants. I have conversed with all the merchants who have done business with this department upon the subject, and have found no difference of opinion or wish on the necessity of a closer and more convenient business relationship, and a more practical accessibility.

The method adopted before my arrival to obviate some of the difficulties, was to leave the stores purchased in the hands of the merchants, and when wanted for shipment give an order on the merchant to the quartermasters' department for such part as was required from time to time of the goods. This was a fruitful source of trouble and inconvenience to the merchant, an unbusiness-like way of keeping sold goods in the way of new purchases and sales, and mixing private with government stores in the warehouse, for which the merchant added to the price of his bid.

The misunderstandings between the employés of the quartermasters' department and merchants caused frequent delays in shipments, and some misshipments. The commissary could not know that his stores were shipped in all respects in the proper condition, or as they should have been. Frequently the stores contracted for were not on hand when purchased, but sold on samples to arrive, and only subject to inspection when shipped. Scattered as they were over New York and Brooklyn, it was not possible to visit all the points when the shipment was made of a considerable requisition.

The necessity of this department is now so great and growing, that I have felt impelled, by the constant urgency of the merchants, to collect the stores in one storehouse, near the exchange, at the expense of the merchants, in storage, which they prefer to advance, in the hopes that the Secretary of War would soon act upon the recommendation of the board and the wishes of the Commissary General. This anticipation not having been realized, I wish to return to the old system, or have the storehouse hired by the proper department.

Very respectfully, your obedient servant,

WM. W. BURNS,
Brevet Brigadier General, Commissary of Subsistence.

Brevet Major General A. B. EATON,
Commissary General of Subsistence.

[Endorsements.]

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
November 28, 1868.

Respectfully submitted to the Secretary of War, with the request that, if it can be done with due conformity to law, the proper officer of the quartermasters' department on duty in New York city may be instructed to lease for the use of the subsistence department in that city, in such convenient location for the proper transaction of the current business of the purchasing commissary stationed in that city as shall be satisfactory to him, one store or warehouse, to be of such dimensions, convenience of location, &c., as are usually occupied and found necessary for the transaction of a large wholesale grocery business in that city. I consider such a store clearly and indispensably requisite for the economical and proper transaction of the current business of the subsistence department in New York.

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Subsistence stores are daily and almost hourly being received, issued, sold, or shipped, and the place for all this business should unquestionably be directly in the general wholesale grocery district of the city, and as near the great produce exchange as a suitable building can be obtained. The office of the chief commissary of the division of the Atlantic, and of the department of the east, can, without inconvenience to the service, remain at the general army office building, on Houston street. The purchasing commissary will find it necessary to have his office and to transact his business in his storehouse building.

A. B. EATON,
Commissary General of Subsistence.

DECEMBER 1, 1868.

The Secretary of War directs that this communication be returned, with the information that the existing law forbids favorable consideration of the application, and inquiry to be made whether a part of the building hired for the ordnance department in New York would not serve for the purposes of the subsistence department.

ED. SCHRIVER, *Inspector General.*

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, December 3, 1868.

GENERAL: In your letter of November 24, 1868, you remark that "I have felt impelled, by the constant urgency of the merchants, to collect the stores in one storehouse, near the Exchange, at the expense of the merchants, in storage, which they prefer to advance."

As this is an unusual arrangement for procuring storage, before any action is taken in relation thereto, it is desired that this office be informed fully and in detail as to the necessity for it, and as to the details of the arrangement, and also as to whether the government is subjected to any increased expense at present, or may be in future, in consequence thereof. You will please report fully and in detail as soon as practicable, in order that the subject may be placed before the Secretary of War for his action.

Very respectfully, your obedient servant,

A. B. EATON,
Commissary General of Subsistence.

Brevet Brig. Gen. W. W. BURNS,
Commissary of Subsistence U. S. Army, New York.

OFFICE PURCHASING COMMISSARY SUBSISTENCE,
New York City, N. Y., December 5, 1868.

GENERAL: In answer to your letter of December 3, asking reasons which impelled me to collect stores held by merchants, I have the honor to enclose letters of some of the merchants, (all that I have spoken to—I could doubtless get them from all,) and to state that the "unusual arrangement" was the result, in my judgment, of the unusual condition of my duties here. I found the fifth story of the building at the corner of Houston and Greene streets rented for offices, partially used (it could not hold half) for a store-house, with a sub-cellar (which was too damp) for pork, &c. The distance from the commercial portion of the city, and difficulty of getting up stores, had settled into the habit of leaving the stores in the hands of the contractors, held for shipment in such lots as the commissary gave orders to the quartermaster for. As soon as I

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came here the merchants began complaints of this mode; some said that they had to add it to the price of their bid; others said they could not bid at all; others that their failure to ship promptly devolved on the neglect of the quartermasters' department, &c. The objection was universal. I found that the necessity of visiting the different places when stores were held for shipment was beyond my powers of endurance or the means of locomotion, leaving no time for purchasing, sampling, or inspecting goods. In a word, it was an impossibility to see my stores unless gathered into one warehouse in the vicinity of my business, and that of the merchants who bid and do business with me. The merchants who had held goods for some time pressed me to take them away or pay for them and the storage. They finally offered to pay for the storage elsewhere. Mr. Knevals undertook to look for a suitable place near the exchange, as did others. Finally one was found in New street near Beaver street, so cheap and convenient that for fear of losing it I concluded to accept it in my individual name, with the assurance held out by the merchants that the rent would be covered by storage until the government should act on the question of a storehouse then under advisement. I did not understand that any storehouse was rented under the recent act of Congress, nor did I suppose that the act was mandatory as to the subsistence department being consolidated with the others; on the contrary, the board of officers had reported in favor of a storehouse in that part of the city. The quartermasters' department had no authority to rent one for me although the storehouse in the fifth story of this building has pushed several offices out of it, at an expense to the government and against the act of Congress.

There was no increased expense to the government in this arrangement, on the contrary, a great saving: 1st. In the price of the stores. 2d. In the cost of transportation to warehouse, now in most cases free. 3d. In the certainty that the stores are in all respects what they should be when shipped. 4th. In the certainty of shipment without the usual delay. 5th. No rent paid for the storehouse now.

There will be no future expense to the government unless I am permitted to rent this storehouse, as the quartermaster has orders now for the shipment of all the stores in No. 71 New street, and no more will be placed there without authority.

I have always been of the opinion that the commissary should select and hire his own buildings, and be responsible for their fitness. He alone can properly judge of his necessities. As in the present case he is often improperly placed by the quartermasters' department, which naturally considers its own conveniences or economy, while the commissary is responsible for expense and loss in his own department.

The necessity for this storehouse in the commercial part of the city is pressing to a degree, especially in the winter, to enable me to be in contact with the merchants in business relations, to profit by their knowledge of goods and prices, and to have stores shipped without damage or delay; in a word, to do my duty properly.

I would respectfully ask the commissary general to present these papers in person to the Secretary of War, and add his own experience while on duty here. The merchants all refer to him as the standard when speaking of their business relations with the government, and think it strange that he should not appreciate their condition.

Very respectfully, your obedient servant,

WILLIAM W. BURNS,

Bvt. Brig. Gen. and Com. of Subsistence U. S. A.

Brevet Major General A. B. EATON,

Commissary General Subsistence, Washington City, D. C.

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OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, December 7, 1868.

GENERAL: Your letter of the 5th instant, with its 10 enclosures, in relation to the plan you have adopted for receiving and storing subsistence stores purchased by you, though doubtless made under the pressure of a great necessity for increased conveniences for the transaction of the business of the subsistence department in New York, must be regarded as irregular. You state in your letter that "There will be no future expense to the government unless I [you] am permitted to rent this storehouse, [understood to be storehouse No. 71, New street, New York,] as the quartermaster has orders now for the shipment of all the stores in No. 71, New street, and no more will be placed there without authority." As no such authority can be legally given, you will please understand that the plan adopted can neither have the approval of this office for its adoption, its past existence or future continuance. During its existence it must stand only upon its necessity, as you viewed the matter. You will please, therefore, cease and withdraw all connection with said storehouse, and until some better facilities are provided by the proper authority, will avail yourself only of such storage facilities as you can obtain from the proper officer of the quartermasters' department.

During the many years I was on duty in New York I rarely found any difficulty in having the sellers of subsistence stores hold their goods a reasonable time, subject to my orders, or in being accorded facilities for their due inspection, comparison with the retained samples, marking, shipment, &c., &c.

Very respectfully, your obedient servant,

A. B. EATON,
Commissary General of Subsistence.

Brevet Brig. Gen. W. W. BURNS,
Commissary of Subsistence U. S. Army, New York.

OFFICE COMMISSARY SUBSISTENCE,
December 7, 1868.

A true copy:

A. B. EATON,
Commissary General of Subsistence.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, December 8, 1868.

GENERAL: Brevet Brigadier General W. W. Burns, commissary of subsistence, on purchasing duty in New York, having, under the pressure of the great difficulties he has found to exist in the proper transaction of his current subsistence duties in New York, on account of the want of a more convenient place for his business and for subsistence storage than is now authoritatively provided, made an arrangement for storage at No. 71 New street, New York. I have the honor herewith to transmit the following papers in relation thereto, viz:

1. A letter of November 24, 1868, from General Burns, (which has already and for a special purpose been submitted to you,) in which [passage marked] he reports in general terms an arrangement he had made.

2. Copy of a letter to General Burns of December 3, 1868, from this office, calling for a report in detail of the arrangement.

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3. General Burns's reply of December 5, with 10 enclosures.
4. Copy of a letter to General Burns of December 7, 1868, in which he is instructed to discontinue said arrangement.

Appreciating General Burns's difficulties, I have the honor very respectfully to request that his somewhat anomalous proceedings may, at least for the present, receive no further notice.

I respectfully request that the enclosed papers may be returned to this office.

I have the honor to be, very respectfully, your obedient servant,

A. B. EATON,
Commissary General of Subsistence.

General J. M. SCHOFIELD,
Secretary of War.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, December 14, 1868.

GENERAL: In reply to your letter of the 9th instant, asking "information as to what circumstance, and by whose authority, the storehouse in State street was given up, and a part of the building designated by the act of Congress for offices occupied," you are informed there is no information in this office on the subject.

It is supposed to have been determined upon by the local action of the quartermasters' department in New York, under anticipation of a law enacted February 21, 1868. The storehouse, however, should not have been given up until *after* another suitable warehouse arrangement had been perfected, as the *law*, finally enacted, never contemplated storage to be afforded in the office building. It is presumed that General Kilburn can furnish you with copies of the requirements or authority that compelled him to vacate the warehouse in State street, and to remove his stores to the office building.

Very respectfully, your obedient servant,

A. B. EATON,
Commissary General Subsistence.

Brevet Brig. Gen. W. W. BURNS,
Commissary Subsistence U. S. A., New York, N. Y.

NEW YORK, *October* 27, 1868.

SIR: I have had ready for delivery for the last ten days beans, &c., bought by you, and am desirous that the goods be removed, that I can get payment for same.

Very respectfully, yours,

CHS. H. SMALL.

General W. W. BURNS,
Commissary Subsistence U. S. A., New York.

NEW YORK, *December* 4, 1868.

DEAR SIR: We have frequently been put to great inconvenience in consequence of the delay in the removal from our refinery of stores purchased for the United States subsistence department.

Respectfully,

WILLIAM MOLLER & SONS.

General W. W. BURNS.

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NEW YORK, *October* 4, 1868.

GENERAL: Referring you to our conversation of the 1st instant, in regard to the receipt of contract goods by the government, and the reason why the merchants do not more freely bid, I beg leave to state that I believe the principal reasons are, that the goods are left too long on the hands of contractors, putting them to much inconvenience and expense, and that they are kept too long out of their money, it being the rule not to pay for goods until taken away. If my opinion were asked, I would say that it would be much to the advantage of the government if they had a storehouse in which to put their goods, and that they be taken from the merchants and paid for as soon as ready for delivery. Such a course would encourage contractors to enter into competition, by which means the government would be greatly benefited, because merchants would then put in their bids at low figures. I have conversed with several of our reponsible merchants, some of whom were large contractors during the war, all of whom concur with me in my opinion.

Yours, very truly,

S. VAN BENSCHOTEN,
No. 99 Wall street.

NEW YORK, *December* 4, 1868.

DEAR SIR: We urged upon you some time since the necessity of having a storehouse in the commercial portion of the city, because our personal experience in business with the subsistence department fully pursuaded us that this was the wiser course for the department to pursue.

We would much prefer to deliver goods at No. 71 New street, free of transportation, and advance a month's storage, than hold them on hand under contract for a long time and have them removed in small lots and be without payment as formerly, for the reasons that the certainty in regard to payment is a great consideration, especially in times of excitement in the money market such as has occurred lately, and that the saving of interest is greater than the cost of storage. We consider the arrangement made by you as having been assisted by ourselves, and it meets with the approbation of the merchants with whom we have talked and who deal with the goverument.

Yours, very truly,

WYLIE, KNEVALS & CO.

Brevet Brig. Gen. W. W. BURNS,
Commissary Subsistence United States Army.

NEW YORK, *December* 4, 1868.

DEAR SIR: I have sold you, under contract November 27, 400 barrels of flour for subsistence stores, and agree to deliver to No. 71 New street, free, being near my store and in that part of the city where breadstuffs arrive; otherwise I could not afford to do so.

Yours, truly,

GEORGE F. JOHNSON.
No. 35 Water street.

Brevet Brig. Gen. BURNS.

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NOS. 84 AND 86 PEARL STREET,
New York, December 4, 1868.

SIR: I have felt the inconvenience in my dealings with the subsistence department of having to keep goods sold under contract a long time before delivery, and then in many cases to deliver in small lots at different times, which has interfered with my business by taking room needed for other purposes and thus added to the cost of the goods.

I would much prefer and can well afford to deliver any merchandise you may purchase from me to a warehouse in the vicinity of my business *free of cost* and at a less price for the goods, provided I am permitted to make prompt deliveries.

Very respectfully,

CHARLES H. SMALL.

General W. W. BURNS,
Commissary Subsistence U. S. A., New York.

NEW YORK, *December* 5, 1868.

DEAR SIR: In reply to your inqury, whether we would be willing to deliver goods in our line, at usual rates, outside of the city as at 71 New street, we say we *could not.* Should you require goods delivered outside of this city we should have to charge an additional price.

Respectfully,

KEMP, DAY & CO.

Brevet Brig. Gen. W. W. BURNS.

NEW YORK, *December* 5, 1868.

DEAR SIR: In respect to the location of warehouse and office for the commissary department, for subsistence stores, we think it should be in the lower part of the city, in the vicinity of the Produce Exchange. The expense of the delivery of goods would not be so great, and merchants would offer proposals they do not now, owing to distance and time consumed in journeying to and from your office. The expense of delivering goods at Red Hook Point would be three times greater than delivering near the Exchange.

Yours, respectfully,

W. A. WORK & SON.

Brevet Brig. Gen. W. W. BURNS.

DECEMBER 5. 1868.

GENERAL BURNS: We fully concur in what Messrs. Work & Son say respecting the location of your office. If you fix it at Red Hook Point you will find that the time consumed, going and coming to that place, will, upon an active market, prevent many of our merchants making you proposals of sale which they otherwise would if a location down town was fixed upon.

Yours, respectfully,

DAVID DAWES, JR.,
BRUSH & CO.,
No. 35 Front street.

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NO. 54 FRONT STREET, NEW YORK,
December 5, 1868.

DEAR SIR: We understand it is in contemplation to remove the storehouse for the storage of subsistence stores. From our experience, we have found often great inconvenience, since the removal of the storehouse from State street, in having to keep our goods for the government on hand, and to deliver them in small lots, and thus having to wait a long time for payment. All of which necessitates a higher price for the goods.

We would say that in many cases the government would save at least one per cent., if the storehouse was kept in the vicinity of the commercial portion of the city, in the vicinity of the Merchants' Exchange.

Respectfully,

A. M. & C. B. COFFIN.

General W. W. BURNS, *New York.*

NEW YORK, *December* 5, 1868.

DEAR SIR: Understanding that it is contemplated to remove the storehouse for commissary stores, we would state that from our experience goods can be furnished to the government at lower rates, where the warehouse is in the immediate vicinity of the wholesale business, where goods can be delivered in large quantities. A delivery in small lots necessitates higher prices, owing to breaking packages, keeping goods on storage, &c.

Respectfully, yours,

BROWNS & GORHAM.

General W. W. BURNS,
Commissary of Subsistance U. S. Army, New York.

NEW YORK, *December* 14, 1868.

GENERAL: In reply to your inquiry of this morning, I hesitate not to say that in my judgment a worse location than the present for the business of the commissary of subsistence department could hardly be found in the city. Entirely out of the currents of trade and centres of business in your particular line; besides your offices are situated on the top floors of a very high building, with stairs so planned that a stranger requires a pilot to find them. No one will take the trouble and fatigue of a second ascent unless pretty sure to be paid for it. As compared with the present arrangement, I think a suitable and proper one would enable the commissary to save the government more than the whole amount of rent paid for the entire building in Houston street.

Very respectfully, your obedient servant.

ROBERT P. GETTY.

W. W. BURNS,
Brevet Brigadier General, C. S., U. S. Army.

NEW YORK, *December* 17, 1868.

DEAR GENERAL: You mentioned to one Mr. Masterton that you would probably be removed to Red Hook Point, unless some remonstrance was used. How you are ever going to do business down there with the city of New York is beyond our calculation; you might as well go to Staten

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island, in fact, better, as the communication is more regular; in fact, the place that you are at present located is about as inconvenient as any one could desire; on the top floor of a high building, away from all merchants who you wish to do business with, or who want to do business with the department in a fair way, you will find when trade revives in the city that your bids for goods will hardly be noticed by the larger houses, as it takes the best part of a day to go up to see you and back again; besides the tiresome journey up your stairs. Why don't you, as any merchant with *half brains* would do, hire a store *down town* and buy your goods as cheap as you can, and take them in your storehouse, where you can examine them and see if the goods compare with the samples you have purchased from; then, as you have orders for your different kinds of merchandize, ship them direct from your storehouse? The department used to do so, and now you could hire a store in a convenient location and save a world of vexation and labor for about the price you are paying for the miserable location you are in at present; besides being guaranteed on the goods you purchased, having them always under your eye.

Hoping you will in some manner make your business arrangements so as to be near the general market, we remain, truly, your obedient servants,

MASTERTON & REAUM.

General W. W. BURNS, *A. C. G. S.*

NEW YORK, *December* 18, 1868.

GENERAL: In the matter of storage in the lower part of the city, in our judgment this will very much facilitate your business with the merchants. The limited storage room at Green and Houston streets, we think, makes a warehouse in the lower part of the city, among the merchants, absolutely necessary. As to storage in this locality or at Red-Hook point, in our judgment the latter would encumber the department with great inconvenience and very much increased expenses.

Very respectfully,

H. H. STOUT.

General W. W. BURNS, *A. C. G. S., U. S. Army.*

No. 125 FRONT STREET, NEW YORK,
December 18, 1868.

SIR: Referring to our conversation with you respecting the location of a warehouse for the use of the government, we would respectfully submit for your consideration a few remarks on that subject:

A warehouse across either the East river or the North river is objectionable, on account of the loss of time in going to and fro, and of the increased expense and risk of getting goods to and from them at certain seasons; the increased expense of cartage would be heavy, and where lighters would be employed there is the risk of loss from collision, and other accidents, which by merchants who use them are considered an *insurable risk*. Serious losses by sinking of lighters or damage to property on them occasionally occur. One of the most serious objections, however, we consider to be the obstruction of the rivers in the winter months by ice. This not only increases the expenses and danger of moving goods to and

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fro, but there is liability to a total interruption of communication, which would be inconvenient in cases where despatch in shipping stores is required.

The location of a warehouse in this city, above Chambers street, would be subject to the objection of loss of time in going to and fro, to increased expenses of carting goods and general detention, especially in winter months.

A warehouse in the lower part of the city, easily accessible, in the neighborhood of the stores usually required by the government, is obviously for the advantage of the government, in the saving of time and expense in transferring goods, and the quick despatch of business, especially in emergencies.

The neighborhood of the location of the present offices of the government, as compared with the lower part of the city, has nothing to recommend it, and is liable to many of the objections urged against other localities.

If these ideas should aid you in deciding for the best interest of the government in this connection we shall be most happy.

And we beg to subscribe ourselves your obedient servants,

ARNOLD, STURGES & CO.

General W. W. BURNS, *A. C., U. S. Army.*

NEW YORK, *December* 18, 1868.

DEAR SIR: In reply to your note asking information relative to storing sugar for customers, we have to say, the business of refining sugar is a very close one, and there is no margin of profit to meet the expense of storage. We turn out usually some 2,800 to 3,000 barrels per week, and dispose of it for the best price it will command. Many of our customers would be glad to secure large lots in certain stages of the market and have us hold it for them; but as we do not accumulate our stock for speculative purposes ourselves, we uniformly insist upon the immediate delivery of the goods we sell.

Perhaps if we add that we sold you the last invoice at one-eighth to one-fourth cent per pound less than we could have obtained from other purchasers, and somewhat less than the actual cost of the goods to us, it may appear evident to you that we could not incur additional care and expense in storing the sugar after its sale; and we should not be willing to establish such a precedent, but will sell you for immediate delivery whatever goods may be required, at as low a price as we can afford.

Yours, truly,

R. L. & A. STUART.

Brig. Gen. W. W. BURNS, *A. C. G. S., U. S. Army.*

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, January 4, 1869.

GENERAL: I have the honor, in response to the "memorandum" note of December 23, 1868, made by Inspector General Schriver by your order, as follows: "To enable this department to supply the necessary information to Congress, the Commissary General of Subsistence will please report the estimated annual expense of the storage required for the subsistence department in New York city, convenient to the merchants deal-

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ing with the department," to enclose herewith a copy of a letter of December 24, 1868, from this office to Brevet Brigadier General W. W. Burns, purchasing commissary in New York, and a copy of his reply of the 2d instant.

From the report of General Burns, it appears that "the estimated annual expense of the storage required for the subsistence department in New York city, convenient to merchants dealing with the department," is between $3,000 and $4,000 per annum. It is my opinion that the maximum amount stated ($4,000) had best be asked for.

Very respectfully, your obedient servant,

A. B. EATON,
Commissary General Subsistence.

General J. M. SCHOFIELD,
Secretary of War.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, December 24, 1868.

GENERAL: Please report to this office, with as little delay as practicable, the rate per annum at which a storehouse, suitable for the wants of the subsistence department and convenient to the merchants dealing with it, can be rented in the city of New York.

At the same time report the rate now paid for the building (No. 4 State street) formerly occupied by the subsistence department, and for others in that vicinity.

Also, the rates at which a suitable building could be obtained on Hanover square, or in the vicinity of the Produce Exchange, or at, say, half a dozen other localities east of Broadway and south of Wall street.

By a building suitable for the wants of the subsistence department, is to be understood one suitable for receiving, inspecting, transferring, issuing, or overhauling subsistence supplies on the basis of the present business of the department in New York.

In giving the rates please state the street and number of the building, the number of stories, and approximate capacity for storage.

Very respectfully, your obedient servant,

A. B. EATON,
Commissary General Subsistence.

Brevet Brig. Gen. W. W. BURNS,
Commissary Subsistence U. S. A., New York City, N. Y.

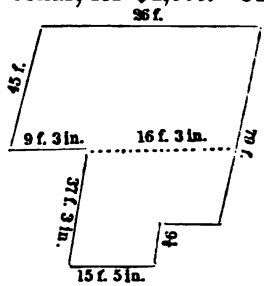
OFFICE OF PURCHASING COMMISSARY,
New York City, January 2, 1869.

GENERAL: In pursuance of your letter of December 24, 1868, I have the honor to report that the storehouse No. 4 State street is rented for $5,000 per annum. The occupant declines to release, and there are no other suitable stores to lease on State street now.

There is a large storehouse, No. 64 Pearl street through to 58 Water street, 28 by 106 feet, five stories and cellar, for $7,000. One No. 79 Pearl street through to Stone street, near Coenties slip, 28 by 75 feet, five stories and cellar, for $3,500. One Nos. 71 and 73 Front street,

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Hanover square, 40 by 55 feet, four stories and cellar, for $4,000. One No. 41 Water street, four stories and cellar, $2,800. The time for leasing stores begins in February for the 1st of May. There are few desirable stores now to lease, and it would not be advisable to lease until a trial is made, or time given to look into the character of the stores. I would respectfully suggest that a store be rented until May, so that in the interim I could take advantage of the renting season to get a permanent lease in every way suitable.



I am informed that many changes will be made in the spring by large houses moving further up the city. It will be seen that a suitable storehouse can be had for between $3,000 and $4,000 per annum south of Wall street and east of Broadway.

I am general, very respectfully, your obedient servant,

WM. W. BURNS,
Bvt. Brig. General, Commissary Subsistence U. S. A.

Brevet Major General A. B. EATON,
Commissary General Subsistence, Washington, D. C.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
January 4, 1869.

True copy:

A. B. EATON,
Commissary General Subsistence.

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40TH CONGRESS, 3d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 49.

REDUCTION OF EMPLOYÉS IN TREASURY DEPARTMENT.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

IN ANSWER TO

A resolution of the House of 10th ultimo, stating what reduction can be made in the number of officers and employés in that department.

JANUARY 20, 1869.—Referred to the Committee on Appropriations and ordered to be printed.

TREASURY DEPARTMENT, *January* 19, 1869.

SIR: I have the honor to acknowledge the receipt of a resolution of the House of Representatives, dated the 16th ultimo, inquiring "what reduction can be made, compatible with the public interests, in the number of officers and employés, salaries and expenses" in this "department or in the service connected therewith."

With regard to the number of officers and employés in the department, the various heads of bureaus report that a reduction is practicable to the number of 45, exclusive of the office of the Secretary and the Bureau of Statistics. In the Secretary's office the chief clerk reports a possibility of shortly dispensing with 15 clerks; and it is anticipated that a very considerable reduction can be soon made in the statistical bureau, but in consequence of recent changes there, and of others in contemplation, it is not possible now to indicate the extent to which such reduction can be carried. The saving attendant upon the reductions above specified would be $76,400 per annum.

It is proper to add that the department is now for the first time made aware that these reductions are practicable, and that prompt measures will be taken to accomplish them. Inquiries of like nature have been heretofore from time to time, of its own motion, addressed by the department to the several heads of bureaus, and very considerable reductions accomplished, notwithstanding the increased difficulty of making selections for discharge at this season of the year, on account of considerations of humanity.

On the 1st of March next the term of appointment of 47 female clerks expires, with a consequent further reduction in point of expense for salaries of $42,300.

In respect to rates of salary, it is hardly necessary to repeat, what I have several times taken occasion to say to Congress and the committees, that I regard the present salaries quite too small, as a general rule, to secure the order of talent which is indispensable to a proper and efficient administration of the public service in the department.

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I am emphatically of the opinion that the public business would be better done, by fewer hands and at a less expense, if salaries were *judiciously* increased, in some cases pretty largely, and a different tenure established for the various subordinate positions.

The employés in the printing division are increased or diminished in numbers, from time to time, according to the necessities of the occasion, and are not at present in excess of what is required.

In relation to the expenses of the department, I am not able to suggest any definite points of reduction. I can only say that the subject has been continually in mind, and that every effort has been used to reduce the expenditures in all possible points. In the matter of stationery alone, by rigid economy and favorable contracts, the expenses of the department have been reduced from $109,076 16 in 1866–'67, to $66,486 62 in 1867–'68, and for the past six months have been at the rate of $42,877 40 per annum.

In the customs service measures have been diligently pursued during the past year for the reduction of the number of officers and expenses, and 305 officers have been dispensed with, at a saving of $331,226 37 per annum in salaries, while at the same time large reductions have been effected in the current expenses of the service.

I am not aware that any further material reduction in this or in the internal revenue service is now practicable.

Very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker of the House of Representatives.

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